號五十段百式干叁萬壹節

日肆拾弐月捌年六十二緒光

HONGKONG, THURSDAY, OCTOBER 18TH, 1900.

肆拜禮 號捌十月十年百九千壹英港香 PRICE \$21 PER MONTH

New Advertisements will be found on page 4.

THE

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18 EFFECTUALLY

EXTERMINATED

THE JUDICIOUS USE OF

· WATSON'S HYGIENOL.

A. S. WATSON & CO.

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[a1632

WINE SHIPPERS SINCE 1815, Who have consigned their Brands to Hongkong for over half a century. Apply to G. C. ANDERSON,

Hongkong, 13, Praya Central TAPIER JOHNSTONE'S

QUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S SELECTION. Sole Agents for it-

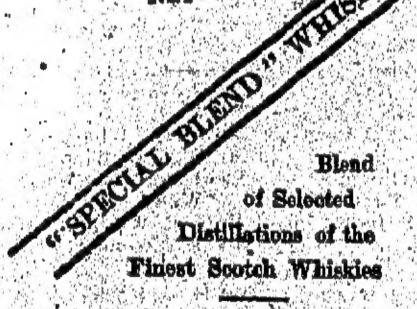
LANE, CRAWFORD & CO. Hongkong.

JOHN WALKER & SONS' PAMOUS KILMARNOCK WHISKY.

This World-renowned. Fine OLD HIGHLAND WHISKIES are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong of G. C. ANDERSON. No. 13, Praya Central.

Hongkong, 26th July, 1897. CUTLER, PALMER

& CO.'S PRICE \$10.75 PER DOZEN NET



Apply to SIEMSSEN & CO. Hongkong.

ONGKONG HIGH-LEVEL TRAM. WAYS COMPANY, LIMITED.

> TIME TABLE. WEEK DAYS.

7.30 s.m. to 8.30 s.m. Every quarter of an hour 8.30 a.m. to 9.80 a.m. Every ten minutes. 9.80 a.m. to 10.45 a.m. ... Every quarter of an hour 11.30 a.m. to 3.30 p.m. ... Every quarter of an hour 9.30 p.m. to 6.30 p.m. ... Every quarter of an hour Aght cars at 8:45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour,

Extra Night cars at 11.30 and 11.45 p.m. BUNDATS. 8.15 a.m. to 10.15 a.m. Every half hour 10.80 a.m. to 11.00 a.m. ... Every ten minutes Noop to 2 p.m. Every quarter of an hour 2.45 p.m. to 8 p.m. Every quarter of an hour

Night cars at 8.45 p.m. and 0 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, 38 & 40. Queen's Road Central JOHN D. HUMPHREYS & SON. General Managera. Hongkong, 1st May 1699.

VICTORIA EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE " and "MONOPOLE" CYCLES. and we also supply fitting of every description.

Bargains can be had in second hand Machines. Repairs executed with promptitude and skill.
Ensmelling a speciality.

MCKIRDY & CO. 43 & 43A, QUEEN'S ROAD ELAST. Hongkong, 3rd November, 1899. DUINART PERE & FILS REIMS

Established 1719. CHAMPAGNE GROWERS AND

SHIPPERS Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO.

Soie Agents. Hongkong, 17th May 1895 GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT. \$5.00 per Cask of 375 lbs, not ex Factory. 23.00 per Bag of 250 that Sheman Tombs & Co. Genera Managers.

Hongkong, 2nd July, 1900.

FAMED

BEER

REGRETS DRINKING

TONIC REFRESHING. AND

SOLE AGENTS-

WATKINS, LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS,

HONGKONG.

[112a]

BISMARCK & 27 & 28A. PRAYA CENTRAL

MANY CONTRACTORS, SHIP CHANDLERS, PROVISION and MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL-WAY, CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur. [1215a]



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Ex S.S. "OLDENBURG."

KUPPER'S PILSENER BEER.

JUST LANDED.

THE MOST POPULAR OF LIGHT BEERS: THERE IS NEVER ANY SEDIMENT IN KUPPER BEER, IT IS ALWAYS BRIGHT AND SPARKLING.

CALDBECK, MACGREGOR & Co.,

SOLE AGENTS.

15, Queen's Road, Hongkong, 18th October, 1900.

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NEW AUTUMN GOODS.

AMERICAN BOOTS and SHOES. WOOLLEN UNDERWEAR. HATS, SHIRTS and EVENING GEAR.

CRAWFORD

(TAILORING DEPARTMENT).

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LATEST LONDON FASHIONS. NEWEST & BEST MATERIALS.

DRESS SUITS from TWEED LOUNGE SUITS From NORFOLK JACKET SUITS from ... SCOTCH TWEED ULSTERS, for Travelling, from

LANE, CRAWFORD

PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS. EASTMANS KODAK'S, FILMS AND ACCESSORIES, DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG.

CUTLER, PALMER ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS. Their Brands are favourably known all over the World. The following are some of their Stocks with the undersigned:-SUPERB OLD COGNAC,

\$22.50 PER DOZ.

C.P. & Co.'s INVALIDS' PORT \$20 PER DOZ.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

natural and most pleasant wine to the taste.

Distinguished by 4 Stars on the label.

This fine Wine is old, soft, and of grand flavour See analysis and certificate by Professor Cassall.

ANOTHER FINE COGNAC, \$16.75 per doz. Less old than the above.

DOURO PORT, \$14.25 PER DOZ. A fine, full, and fruity wine.

THE ELITE OF WHISKY:-

THE "PALL MALL,

\$20 PER DOZ. 11 Years old; the finest quality shipped.

Each bottles bears an Analyst's certificate. O. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

BENEDICTINE LIQUEUR-D.O.M.,

Very soft, palatable, and mature. \$39.75 PER DOZ. EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE & CO., Hongkong.

ALWAYS ON HAND THE BEST MARKS

"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES J. M. DE ZUNIGA. No. 9, QUEEN'S ROAD CENTRAL Entrance : ICE HOUSE STREET (New Victoria Hotel).

THE ROYAL PIANOS. TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE

TO INTRODUCE RACHALS' PIANOS, "THE EVERLASTING." SIX MORE UNPACKING. SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE FAMOUS MAKERS.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH BY THE MAKERS AND OURSELVES.

ORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SODA WATER.

LEMONADE, SARSAPARILLA.

GINGER ALE.

TONIC WATER.

RASPBERRYADE. LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers

EXHIBITION, 1900.

THE GRAND PRIZE

(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

JOHN DEWAR & SONS. LTD.

SOLE AGENTS-H. PRICE & CO..

KELLY & WALSH, LD.

BOOKS BY LAST MAIL. THE MASTER CHRISTIAN, by MARIE CORELLI ... \$1.50 Confidential Talks with Husband and Wife. Information and Advice for the Married and Marriageable, by L. B. Sperry, A.M., M.D. Nautical Almanack, 1901

The Construction of Large Induction Coils & Workshop Handbook, by A. T. Hars, Illustrated Why Kruger made War, or Behind the Boer Scenes, by J. A. Buttery Marine Engineers' Board of Trade Ex-

aminations. Elementary Questions and Answers, by J. Tod and W. C. M'Gibbon. Illustrated Wide World Magazine, Vol. 5 ... Surveying and Exploring in Siam, by J. McCarthy, F.R.G.S., Illustrated ... 6.00 Landscape Painting in Water Colour, by

J. Macwhirter, R.A., 23 Coloured. Critical Stadies, by Ouida The Married Miss Binks, by John Strange Under Fate's Wheel, by L. L. Lynch ... 1,50

LETTS'S DIARIES, 1901.

AUCTIONS PUBLIC AUCTION.

THE Undersigned has received instructions. to Sell by Public Auction. TO-DAY (THURSDAY), the 18th October, 1900, at 2.45 P.M. at No. 6.

Cameron Villas, the Peak (the Residence of Col. WHEELER), THE WHOLE OF HIS HOUSEHOLD FURNITURE, Comprising :-DRAWING ROOM, DINING ROOM and BEDROOM FURNITURE, &c., &c. Full Particulars can be seen from Catalogue.

On View from Wednesday, the 17th October. TERMS :- As Customary, GEO. P. LAMMERT, Auctioneer. Hongkong, 13th October, 1900.

PUBLIC AUCTION. THE Undersigned has received instructions

to Sell by Public Auction, TO-MORROW (FRIDAY), the 19th October, 1900, at 11 A.M., at the HONGKONG AND KOWLOON GODOWNS, Kowloon. 12 LENGTHS CHAIN 24" 105 FATHOMS

TERMS :- As Customary. GEO. P. LAMMERT. Hongkong, 6th October, 1900.

7 PLECES

JUST LANDED.

DRESH AUSTRALIAN SELECTED CREAMERY BUTTER (Crown Brand) FRESH AUSTRALIAN CREAMERY BUTTER (in Glass Jars), FRESH AUSTRA: LIAN CHEESE American and English FRESH PROVISIONS, CRYSTALLIZED and DRIED FRUITS, and various kinds of SWEETS. Prices Moderate. JEEJEEBHOY & CO.,

Hongkong, 17th October, 1900. WANTED. SMALL HOUSE or BUNGALOW (UNFURNISHED) on lower level,

19c, Hollywood Road.

Care of Office of this Paper.

A FLAT, consisting of Two or Three ROOMS, with BATHROOM, &c. Offers to-C. L.E.

Hongkung, 5th October, 1900.

NEW AND RECENT BOOKS.

12, QUEEN'S ROAD.

Stable Managementand Exercise, a Book for Horse Owners, by Captain M. H. Hayes, Illustrated China the Long Lived Empire, by Mrs. E. R. Scidmore, Illustrated ... 5.00 European Settlements in the Ear East, Map and Illustrated Sports for Girls, Illustrated... Chins and the Present Crisis, with Notes on a [Visit to Japan and Kores, by J.

Walton, M.P. Village Life in China, by A. H. Smith... Chinese Characteristics, by A. H. Smith 3.00 The "Overland" to China, by A. R. Colquhoun ... China in Transformation, by A R. Col-China in Decay, by Alexia Krausse

THE NUTTALL ENCYCLOPÆDIA OF UNIVERSAL INFORMATION. 16,000 ORIGINAL ARTICLES,

SANDOW'S OWN COMBINED *DEVELOPER. Sole Agents for China and Japan.

Dr. NOBLE, DENTAL SURGEON.

AS returned to the Colony and RE. SUMED PRACTICE.

Hongkong, 19th September, 1900. HOTELS .

NOTICE.

FIRAVELLERS are invited to visit the WINDSOR GARDEN AND RES-TAURANT just established next to Happy Retreat, near the Race Course. It can be overlooked from the Bowen Road Bridge. Hongkong, 1st September, 1900.

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hong-

Bowling Alleys and Billiards. The Cursine is Excellent. . W. OSBORNE, J. H. DOWNS. Proprietor. Manager. Hongkong, 8th September, 1900.

RAFFLES HOTEL. SINGAPORE.

SITUATION UNSURPASSED. THE Finest Hotel in the East, Rooms en suite. Every Room with Private Bathroom attached. Cuisine under two French Chefs. CURRIES A SPECIALITY

SARKIES BROTHERS

Proprietors.

Every Home Comfort. Electric Bells throughout the Hotel. Electric Lights. Electric Fans. Terms Moderate.

Hongkong, 16th August, 1900.

Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7

INSURANCE.

THE CTANDARD LIFE ASSURANCE CO.

POLICIES UNCHALLENGEABLE: Policies are unchallengeable after two years duration, on any ground connected with the original documents, if age has been proved. Forms of Proposal and all particulars may be

btsined from DODWELL & CO, LIMITED, Agents: Hongkong, 9th November, 1899. [2-a1873

HOTELS.

HONGKONG TOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons. Hydraulic Elevators to every floor.

Cuisine of the best. Hot and Cold Water throughout

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator. • All Hotel Linen washed on the premises by

Machinery. Bedroom Accommodation-132 rooms. Fire Extinguishing Mains on every floor

CHARGES MODERATE.

PEAK HOTEL.

4.00 City Office: 7, Duddell Street.

Hongkong, 2nd July, 1900.

HOTEL CRAIGIEBURN. DLUNKET'S GAP, The PEAK, near the

Tram Terminus. Tel. 56, For Terms, apply to the MANAGER.

HOTEL. ICE HOUSE STREET, HONGKONG.

FIRST-CLASS PRIVATE HOTEL. Handsomely Furnished and Exceedingly Spacious Rooms.

LIES, by the DAY, WEEK, or MONTH. SINGLE ROOMS from \$4 a day, inclusive of BOARD and ATTENDANCE.

Very MODERATE TERMS to FAMI-

THE CONNAUGHT HOTEL. FIRST CLASS HOTEL of 45 Bedrooms, elegantly furnished. The Hotel is situated near all the Banks and Principal Offices in the Colony. Special Attention paid to the Comfort of

Cuisine excellent; under Experienced Ma-

HING KEE HOTEL.

(ESTABLISHED 1873)

Terms Moderate.

A. FONSECA, Manager. Hongkong, 1st December, 1899.

MACAO. THIS-First class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, feeing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

Telegraphic address "HINGKEE"

VICTORIA HOTEL. SHAMEEN-CANTON.

L. HING KEE, Proprietor.

THIS FIRST CLASS HOTEL baving been thoroughly renovated, and a new specially built 3 Storey wing added to it, now. afforce splendid Accommodation for 40 to 50

The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for Tourists.

Excellent Cuising and best Wines. The Hotel's Boat boards all Steamers on their arrival and departure. Telegraph address "VICTORIA, Canton." A. B. C. and Al Codes used.

MADAR & FARMER, T. F. DA CRUZ., Proprietors. Hongkong, 16th November, 1899.

BROWN, JONES & CO. MONUMENTAL SCULPTORS.

AMERICAN MARBLE. ITALIAN MARBLE. HONGKONG GRANTIE. Designs and Prices on application. Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR



A. S. WATSON

LIMITED. ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

TO CONNOISSEURS.

Wines bottled by ourselves are selected by experts from the finest vintages, and are of unsurpassed quality. Having been established in Hongkong SIXTY YEARS our knowledge of local conditions has enabled us to maintain and improve the prime quality of the Wine.

In addition however to Wines of our own bottling, we have recently imported large stocks of

PORT &

SHERRY

from the famous bouse of

GEO, G. SANDEMAN, SONS & CO.,

OF LONDON, OPORTO & XERES,

the name of which firm is the

HALL-MARK and GUARANTEE of

EXCELLENCE.

SOLE AGENTS-

A. S. WATSON & CO., LIMITED,

HONGKONG DISPENSARY.

DEATH. At No. 4, Mountain View, Peak, Hongkong, on the 17th October, at 12.45 p.m., DORENDA SABAH (DORA), the beloved wife of John William JONES, Acting Deputy Registrar of the Supreme Court, aged 35 years.

HONGKONG OFFICE: 14, DES VŒUE ROAD (LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, October 18th, 1900

THE expression invented by the Times for the force under the control of the Generalissimo of the allied troops, "the European steam-roller," is a distinctly happy name in one respect at least. The expedition to Paotingfu has been conducted with all the slow dignity of a steam-roller-though the actual march from Tieutsin and Peking to the city was fairly rapid, owing to lack of opposition from the Chinese. But among the peculiar properties of a steam-roller, other than its slow pace, the most notable is its crushing effect. Will "the European steam-roller" perform its work in the same thorough way The move on Pactingfu has failed for the most part to attain its object, owing to the discussion and delays which preceded the departure of the expeditions. When the allied troops arrived there they discovered the city practically deserted and all the treasure, both Government and private property, safely removed beyond the possibility of capture. The Allies have left to them the bare satisfaction of removing Paotingfu, as far as its mere buildings are concerned, from the face of the earth, but the punishment has been shorn of its impressive character. There is an atrociouscrime to beavenged, and the destruction of a few empty houses will not weigh much in the balance against it. But presumably the question which our Tientsin correspondent asks-Will Paotingfu be burnt to the ground?-will be answered in the affirmative.

It is difficult to see what will be the course of events in the immediate future. The German Government, as the Ostasiatische Lloud cable from Berlin on the 11th inst. stated. replied to the Yangtze Viceroys' anxious protests against the extension of operations into Shantung that the question had not been taken into consideration. Now, how-

ever, we hear of the retreat of twelve thousand defeated Boxers from Chibli into Shantung, and in these circumstances it is hardly possible that an extension of operations can be avoided, unless Yuan Shikar is strong for the Hongkong Football Challenge Shield enough to deal with the rebels himself. But except in event of sheer recessity it is to be hoped that it will be possible to fall in with the wishes of the loyal Viceroys, for an estrangement of them would have a disastrously encouraging effect on the reactionary party at the Imperial Court, which already seems to have recovered some of its strength. Late Shanghai papers report that supplies are flowing from the Yangtze region to the Court at its new headquarters at Hsianfu, and until this is stopped the task of starving the Chinese Government into a reasonable attitude is beyond the power of the Allies. But the latter are in a position to demand, that the Yangtze Viceroys and YUAN SHIKAI shall adhere to their declaration that they cannot send food and money to Hsianfu. As long as the Court continues to be influenced in any degree by Prince Tuan it must be considered hostile and usurping, and therefore not to be assisted by those of the Chinese who are doing their best to quell the Boxers. The agreement between the Powers and the months ago recognised that the edicts issued in the Emperer's name were not genuine edicts; but they seem still to pay an exaggerated regard to the Imperial seal, which it seems more than probable is even now being manipulated by Prince Tean and is perhaps in his sole possession, as indeed one of the reports from the north states. continuance of this condition of affairs will nullify the past good work of the Viceroys and Governors who have their country's best interests at heart. Thus while the Powers are slowly and reservedly approaching the discovery of a common basis for negotiations with China, the danger is growing greater that the so-called Government of that Empire will find means of holding out against the Allies' demands and continuing the policy of procrastination which has served them so well up to now. But if the supplies from the Yangtze and coast

As a Chinese boy was going an errand on Tuesday a man struck him in the face and took some money from him. Fortunately the man was caught, and yesterday he was sentenced to three weeks' hard labour.

provinces are cut off, a term is put at once

to this typical Chinese policy, and negotia-

tions can begin in carnest.

Early yesterday morning a district watchman saw a Chinaman near the Ching Hing Theatre dragging a couple of wooden spars along. H took him to the Police Station and enquiries disclosed the fact that the man was taking away something which did not belong to him, for doing which he has been sentenced to three weeks hard labour.

Within the last few days the Inspectors and Sergeants in charge of the different police stations have been seen going towards the Central Police Station with small bottles in their hands, the bottles bearing the label "Mosquitos from Aberdeen," or wherever they muy have been brought from. It seems that the specimens are to be examined by Dr. Thomson, the Gaol doctor, who wishes to examine them with a view to investigating the theory as to the transmission of disease by mosquitos.

An Indian named Ahmed who appeared at the Magistracy yesterday seems to be a terror to those living in the same house as himself. At any rate a European seaman out of employ told Mr. Hazeland yesterday that the defendant chased him round his room and acted in so threatening a menner that he went to the Police Station and reported the matter. Sergeant Grant was sent back with the complainant. Before they could reach the house they met the defendant in the street. As seen as he caught sight of the complainant the defendant tock off his coat and wanted to fight. For being disorderly in public street the man was bound over to keep

Two firemen from the British steamer Elm Branch appeared before Mr. Hazeland yesterday, one of them charging the other with assaulting him with a knife. The complainant was a Japanese calling himself Charles Tokey, told him he was going to search his boxes and and the defendant an unprepossessing Maxican named Manuel Vilchean. The complainant's story was that at about eight o'clock on Tuesday morning he was having breakfast with the defendant, and being without augar he asked the defendant if he would please let him have some of his. The defendant refused, and the complain. of the bestswain, who said he did not know that despatch continues :- Every maritime nation of ant then got up and fetched some bread. the opfum was in his room and that it must When he returned the defendant got up have been placed there by someone who had and struck him in the face with his fist. | gradge against him. He accordingly discharge Then the defendant went to his bunk and ed the man. At the Magistracy yesterday Mr. for equipping thirty-two of its vessels with came back with a knife, with which he cut side. The cuts, however, were but slight. A European fireman corroborated. The Captain of the steamer gave the defendant a bad character, saying that this was not the first time he had used a knife. The defendant's story was that he was at breakfast with the complainant when the latter took some of his sugar, and, when he remonstrated with him he said he should take it. They then struggled. The defendant had in his hand a knife with which he had been cutting bread, and in the struggle the complainant got cut. His Worship thought one was as bad as the other and gave the defendant the option of a fine, he other case broke down. He contradicted himbeing ordered to pay 810, or 14 days.

No fresh plague cases or deaths were reported during the 24 hours ending at noon yester-

We have received a copy of the new rules printed by Messrs Noronlia and Co.

It is reported in a despatch from Phyong Yang that an English overseer of the Unnan mine was recently murdered, and that his murderor is still at large.

The Hongkong Hockey Club will play match against the officers of the Royal Artillery on the Club ground at the Happy Valley this afternoon, commencing at 4.30 p.m.

When the British transport Ashmore, from Weihaiwei, had finished loading her cargo of anthracite coal from Mesers. Jardine, Matheson & Co.'s shed at Yoshihama Cho, it was found that the quantity was 200 tons short, and it is believed that amount has been stelen. The less will come to about 12,000 yen.

Yen 300,000 have been paid by the Toyo Kison Kaisha, the owners of the Hongkong Maru, America Maru, and Nippon Maru, for the P. and O. steamers Rosetta and Robilla. It is not the fact, as reported in a contemporary, that a new company is to be started to run the steamers on the North China line.

The Japan Advertiser learns that towards the Yangtze officials requires this. The latter ond of a severe storm on the 5th inst. the heavy landing stage of the Norddeutcher Lloyd at Yo kohama, weighing two and a half tons, was lifted bodily from the pier by the wind and blown into the bay. It was afterwards washed whore at Kanagawa, with one side somewhat damaged.

> The Nichi Nichi's Seoul correspondent reports that Mr. Sands, adviser to the Household Department of the Corean Government, was badly injured on the head by a fall from horseback in front of the Russian Legition on the evening of the 23rd ult. It is rumoured, however, that he was really attacked by some Corcans who entertained animosity towards him.

> The arbitration case between the Nippon Boycki Shokai and Messra, Butterfield and Swire came up for hearing at the Yekohama Chiho Saibaneho on the 3rd instant. The applicants claimed 400 yen for damage to lead pipes shipped by them on the respondent's steamer Stentor. The respondents stated that the damage was caused by imperfect packing, and that as, it was placed by their appraisor at 48 yen, they were willing to settle the case for 50 yen. As both of the parties refused to make concessions, Judge Matsuda said that it was impossible to arbitrate. The matter therefore remuins in statu quo.

In the Yokchama Chiho Saibansho on th 3rd inst., before Judge Sate Hakuai, Meser Middleton & Smith, experters and manufacturer's agents, of Yokohama, were declared bankrupt on the politica of the Hengkeng & Shanghai. Bunk. The debts of the firm are estimated at over 230,000 yen, including 40,000 to the above-mentioned Bank and about 190,000 to the Chartered Specie, and Russo-Chinese Banks. All property held in the name of either of the two members of the firm, as well as that held in the firm name, is attached.

On the 25th ult. Messra Weber, Lohmann and Company despatched the steam:r Hyson from Sydney to Taku with a cargo which is perhaps unique in shipping history at this port states the Sydney Morning Herald. The vesse is taking 6,000 tons of fodder, coal, and stores and has stalls fitted up for 900 horses. Five hundred were shipped at Sydney, and balance of the shipment were put on board at Bowen. This lot completes the contract which was placed in their bands some time since namely, to send 1,750 Australian-breit horses to China as German remounts. The Boverie, belonging to Messrs Howard Smith and Co. took 600 lust week, and the Ras Dara 250. The animals on board the Hysen occupy the main deck and the 'tween deck.

The other day a charge was brought against

Pang San, boulswain on the steamer Suisang. who was charged with being in possession of prepared opium without a permit. Among those who gave evidence was Sergeant Garrod. The Sergeant said he visited the Suisang with eight excise officers. He informed the mate that he was going to search the ship and passengers for opium. He then asked an excise officer where they intended to search first, and he answered "The boatswain's room." accompanied the excise officers there and found in the room a man who said he was the quartermaster. He told him to fetch the boatswain, and he did so. When the boatswain arrived hobunk, which he proceeded to do in his presence, the only remark he made being "All right, go on." They found four tins of prepared opium -about 20 tack-underneath the man's box, and in consequence he was arrested. The Magistrate, however, was not satisfied as to the guilt Gedge applied for a rehearing. He contended that the mere fact of the man being found in possession of the opium was sufficient to convict him, unless be could show that there was good reason to believe that he did not know that the opium was there, and that it had been placed there by somebody else. Ultimately His Worship decided to grant the re-hearing provided that it was understood that the informer would be called to give evidence. This suggestion was agreed to. The steamer, however, will not be in the harbour until about three weeks hence. His Worship observed that the informer who was brought before him the other day in anself in every line.

Thirty-five inches of rain fell at Calcutta during the last four days of September.

Viscount Acki, Japanese Minister of Foreign Affairs, has tendered his resignation.

It is reported that no less than 175 of the crow of the Japaness craiser Itsukushima, now n Shanghai, are down with dysentery.

Cattle-shippers at Brisbane are sending large consignments of bullocks and sheep to Taku. The last steamer to leave for China was the Maori King on the 24th ult

The transport Jinsen Maru has landed at Moji some guns and munitions of war captured in North China. The transport Sakata Moru has also taken across to Japan captured war

On the 2nd inst. the case of Gay v. Goto came up for hearing at the Yokohama Chiho Saibansho. The Plaintiff, Mr. A. O. Gay, representing Messrs. Walsh, Hall & Co., claimed 480 yen as the balance due for goods sold to defendant during the past three years. and also that the defendant be ordered to take delivery of all goods ordered by him. The defendant stated that he had never had any business transactions with the plaintiff, and that he had fulfilled all obligations contracted with Messrs. Walsh, Hall & Co. He ulso stated that he had never written the letters produced in evidence by the plaintiff. The case was adjourned to the 25th instant.

The naval court martial which met at Cronstadt to inquire into the sinking of the British-steamer Crown of Arragon at Pert Arthur by the Russian first-class cruiser Vladimir Monomoch, has found that Prince given before the start of the punitive expedi-Oukhtomsky, commanding the warship, did not use proper precautions, but the fact that the currents at Pert Arthur were not accurately known constituted extenuating cir. cumstances. The Prince was merely consured by the Court. The Russian Admiralty has defrayed the cost of raising and repairing the sunken vessel, amounting to about 85,000 roubles, while a further sum of 5,000 roubles had to be expended in making good the damage sustained by the cruiser.

Lieutenant-Colonel Bryan Mahon, who is mentioned in to-day's telegrams as having gained a success in the Transvaal, is a Galway man and only thirty-eight years of age. He joined the 21st Hussars in 1883, and when he got his company he transferred into the 8th Hussars. He was for many years in India, where he wor more fame us a hunter than a soldier, and was given the appropriate title of the "Mahout." But when he got his opportunity in the fighting field Mahon soon showed the mettle of his Galway pasture, and became a favourably marked man at once. He won the D.S.O. in the Dongola Expedition four years ago, and two years later got special promotion for his share in the fighting at Athara and Omdurman. of Pactingfu.

With a view of minimising as far as possible the dangers of accidents at sea a second masthead light has been adopted by the mail companies running to the Colonies. The idea that a vessel should exhibit two masthead lights in such a manner that they will appear as leading lights, and thus assist the "side" lights, which are often obscured by the brilliancy of the electric lights in deck cabins, etc. The extra light (writes the Melbourne Argus) is to be shown from the second mast of the vessel, but at greater height than that on the first must. their real position. The Times applauds The moment that a steamer so equipped appears in sight the observer can tell by the angle of the two lights which way she is proceeding. At present a steamer's single masthead light can be picked up at a distance of eight or ten miles, but her sidelights are not, as a rule, distinguishable beyond a limit of three miles.

Misunderstandings and explanations accompanied the flagship Royal Arthur on her arrival at Adelaide on the 23rd ult. Three vessels were at the anchorage getting ready for departure. The Loch Ryan dipped her ensign to the flagship, and there was an immediate response from the warship, but the two other vessels took no notice of the Royal Arthur, notwithstanding that she dipped her ensign twice to them. The flagship was displeased with this discourteous behaviour, and one of the vessels was called upon for an explanation. which was considered satisfactory, Later in the day the American barque Onaway dipped her ensign twice to the Royal Arthur without a. *recognition, the salute not being observed by the warship. The captain of the Royal Arthur was annoyed when he was afterwards acquainted with the fact. So was the American captain-we should think.

Rear-Admiral Bradford Chief of the Bureau of Equipment, will, a Washington despatch informs us, recommend that an appropriation at least \$25,000, be made, sufficient to make an advance in the equipment of vessels of the navy with the wireless telegraph system. The Europe has been experimenting with wireless telegraphy for its naval service, and the British nation has gone so far as to make arrangements these instruments. The Admiralty some months ago authorised this expenditure of nearly £50,000 in wireless telegraphy experiments and excellent results have been attained. The Marconi system is not now employed by the English service, and while the system in use not as satisfactory it is yet of great value. During the August manceuvres of the squadron a disturbance of the instruments on a vessel of one of the fleets was found to be due to the presence, out of telescopic range, of a hostile squadron. This (the U.S.) Government has been endeavouring to educate maral officers in operating wireless telegraph instruments, and the system has been installed at the Newport Naval Station.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA

FROM OUR CORRESPONDENTS. SHANGHAI, 16th October, 8 p.m.

COMMANDER-IN-CHIEF GOES TO PEKING

Count von Waldersee is proceeding to DEFEATED BOXERS RETURN TO

SHANTUNG. Twelve thousand Boxers are returning to Shantung, having been utterly defeated near

Tsangchau, in Chihli, by Mei, General under the command of Yuan Shikai. THE EMPRESS'S PARTY.

Kang-yi is reported seriously ill. Yung Lu has been ordered to join the Empress Dowager. .

THE CONDITION OF PAOTINGFU.

Paotingfu is almost deserted. All Government and private treasures have been sent to Honan, owing to the long notice

SHANGHAI, 17th October, 8.5. p.m.

VICEROYALTY OF THE TWO KWANG.

Tao Mu has declined the Liangkwang Viceroyalty, alleging as reasons his age and infirmity.

REPORTED DEATH OF THE HEIR APPARENT:

The Chinese report a suspicion that the heir apparent, Pu Chun, is dead, explaining the unexpected suicide of the two tutors, Hsu Tung and Duke Chung-yi. RUMOURED DEGRADATION OF

LI HUNG CHANG. It is reported that Li Hung-chang has been degraded on account of the surrender

LONDON, 16th October, 8.35 p.m.

THE EUROPEAN STEAM-ROLLER

Referring to the favourable answers to M. Delcasse's Note, the Times hopes that the European steam-roller is about to move and bring the Chinese authorities to a sense of Count von Waldersee's move.

THE WAR IN SOUTH • AFRICA.

LONDON, 16th October, 8.35 p.m.

TRANSVAAL. Flying columns are operating in the

BRITISH ACTIVITY IN THE

Transvaal. General Mahon has had a successful engagement, in which his casualties were 12 killed and 27 wounded.

GENERAL NEWS.

LONDON, 16th October, 8.35 p.m

THE ELECTIONS. The Unionist majority is now 131:

The Sultan of Turkey has leased the island of Uraon, in the Red Sea, to Germany a coaling station.

RED SEA COALING-STATION FOR

GERMANY.

REUTER'S SERVICE.

THE ELECTIONS. 389 (?) Unionists, 184 Liberals, and 80 Nationalists have been elected to date. Unionists have gained East Aberdeen. SOUTH AFRICA.

The Boers threaten to attack Philippolis. Col. Groves of the West Kents surprised a Boer laager near Frankfort, killing and wounding 16 and capturing 18 of the enemy. GERMAN COALING STATION IN THI

RED SEA The Sultan of Turkey has leased to Germany, for 30 years, the island of Urson in th Red Sea, near Kamaran, as a coaling station.

THE EMPRESS FREDERICK. A specialist summoned to Cronberg reports that there is no immediate danger.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The U.S. gunbont Marietta arrived yesterday from Swatow and left again for Canton. The transport Ashruf departed on Tuesday night on her return journey to Bombay.

THE TROUBLE IN KWANGTUNG.

The robels appear to be retreating still further from the British border. A party who were posted at Sha Wo Kang have left and joined another body at Pak Mang Fa. still another body being stationed not far from the latter place-Sam Cho Chuk. Pak Mang Fa is some 25 miles north of Samshui.

It is understood that Admiral Ho proposes to commence his advance on Wongkong at once.

The report that the Handy fired on a body of the rebels and killed 40 of them seems to have been a canard.

THE REGULATIONS AS TO BACK-YARDS.

AN INTERESTING CASE.

At the Magistracy vesterday afternoon Wong Tsuk Yau, the owner of houses Nos. 29 and 41, Staunton Street, was charged by Inspector Brett, on Lahalf of the Sanitary Board, with having blocked up the back-yards to those

Mr. Bowley appeared for the prosecution and Mr. Wilkinson for the defendant. Mr. Wilkinson admitted that the back-yards

in question had been blocked up, but stated that it had been lawfully done in virtue of a written permission to do so received by the defendant's contractor from the Secretary of the Banitary Board. He said that the houses in question were two corner houses, one abutting on Staunton Street and Graham Street, and the other on Staunton Street and Peel Street. The building of the houses was commenced last year, the original plans showing no back-yards to these two houses. They were completed according to such plans in April last, but on the usual certificate being applied for to the Sanitary Board, the Defendant was refused such certificate unless he pulled down a portion of the back part of the premises and made backvards in accordance with the provisions of Ordinance No. 34 of 1899, which was about to come into force. The Defendant accordingly did what was required. A few months afterwards, having heard that the Sanitary Board had been giving permission to owners of other corner houses to dispense with back yards, the Defendant's Contractor, at the request of the Defendant

wrote the following letter to Dr. Clark and sent

with it a plan showing the whole of the space at the back of these two houses covered by

" 72, Holly wood Road, Hongkong, September 16th, 1900. To Dr. F. W. Clark.

Dear Sir - I beg most respectfully to write to ask for a permission of exemption from leaving open a back yard in houses Nos. 29 and 41 Staunton Street, owing to the above mentioned houses, being one side on the border of the cross street about 24 feet wide, and having windows opened facing to the street to communicate with the fresh air. Herewith find the plan of the above mentioned houses by which you will get the idea more plainly. It will be kind enough if your Honour will grant me permission for the exemption of opening back-yard in houses No. 29 and 49, Staunton Street, at your earliest convenience.—I have the honour to be Sir, your most obedient servant.

(sd.) TAM CHIN." Three days later the following reply was sent by the Acting Secretary of the Sanitary Board and with it the plan was returned Sanitary Board Office, 19th September, 1900.

NOS. 29 AND 47, STAUNTON STREET. Sir,-In reply to your letter dated 16th Sep tember, applying for exemption from providing back-vards for the above houses. I beg to inform you that the Board have decided to accept these houses as complying with Ordinance 34 of 1899 Plans returned herewith.—I have the honour to be, eir, your most obedient servant.

(sd) G. A. WOODCOCK, Acting Secretary. Mr. Tam Chin.

Mr Wilkinson submitted that any person possessed of common sense reading these two letters and looking at the plan which accompanied them would necessarily come to the con clusion that the Sanitary Board granted the permission asked for, viz., to dispense with back yards to these two houses as shown on the plan That was how his client had construed the Acting Secretary's letter and accordingly he had leisure and without interruption by anyone rebuilt over the back-yards in manner shown or the plan. The work had been finished some time ago, and now without warning, th Sanitary Board had summoned the defendant for doing that which, Mr. Wilkinson contended, the Board had given him permission to do. He argued that it was not open for the prosecution to say that the Sanitary Board had no power to grant such permission, for it must be presamed that what had been done by then officially in this instance had been lawfully done. He further submitted that Sec. 7 Subsec. (c) of Ordinance 34 of 1899 empowered the Sanitary Board to grant the permission which he contended had been granted. He objected to any parole evidence being given to explain what was said by the prosecution to be the intention of the Acting Secretary of the Sanitary Board in writing that letter of the 19th

Mr. Bowley contended that the Secretary's letter of the 19th Sept. was not intended be, nor was it, a grant of permission to obstruct the back-yards or open spaces, but was merely an intimation that the Board had decided to accept the houses as complying with the Ordinance as such houses then were, with backyards to them, but without windows opening into such back-vards as required by the Orl dinance. He submitted that the plan which sccompanied the letter did not show any proposed alterations as it was not coloured in such a way as is assaul with plans, propared for the elteration of buildings. He further contender that the Sanitary Board had no power to gran permission to obstanct already existing back yards. Sub-sec. (d) of Sec. 7 specially provided that "in no case" could existing back-

vards be obstructed. The Magistrate reserved his decision.

LATEST STEAMER MOVEMENTS.

The N. Y. K. steamer Lawala Maru (Australian Line) left Kobe via Moji and Nagazaki for this port on the 16th inst., and is expected to arrive here on the 28rd inst.

The O. S. S. steamer Ajaz left Singapore on Wednesday, the 17th inst., and is due in Hongkeng on the 22nd inst. am.

to the report which we I the above Company:—				
To capital account :-	Tacls.	. 14% 	L	s. d.
5,000 shares at £25= £125,000.0.0 at 2s. 10d.	882,352.94	125	,000	0 0
Torogorvo tund-		.1		
as at 30th June, Taels. 1890 230,000.00				. ",
Less - Trans-		3		
account 60,000.00			. •	
190,000,00				

property ac-260,000,00 36,833 6 8 To working account, 1899:--Amount brought forward from 209,134.55

Deduct-Interim share 162,980.71 23,088 18 To working account, 1900:-Amount broughtforward 258,008.00 36,551 2 8 To liability account for 1898 3.359. B and previous years. 2,433.65 344 15 To dividends uncollected ... (Ex 2/10 por tasl) Tasls 1,589,488.76 £225,177-11

Tacls. By cash on current and deposit accounts in S'hai ... 145,875.63 20,665 14 4 By Chinese Imperial Government lour of 1886 (E. 19.250.00 2,727 1 8 64,000.00 9,006 13 4 By Shanghai Municipalloans By Shanghai Land Investment Co.'s 6 per cent. 65,400.00 debontures Aminimum By Shanghai Waterworks 2,68218 4 Co. " Gpor cont. debenturos 20,350,09 By Shanghai Waterworks Co. a 5 per cent, debentures . 9,600.00 1.360 0 0 By Shanghai and Hongkow

5,250.00

By Shanghai Mutual Tele-200.00 phone Co., Limited . By mortgages on property 53,000.00 7,508 6 By London freehold premises 270,403.62 By London branch-Balance, viz ;-Cash at bunkers £6,827 16 3 National . War loan 22 per cent,

India Government securi-18,004 611 Colonial Govt. 27,260 13 4 honds. Chinese Govt. 5 per cent. loan of 1890 11,394 14 7 Chinese Imperial railway

Wharf Co. " 6 per cent."

5 per cent. 4700 0 0 loun of 1899 Japanere Govt. por cent. loan of 1899 8745 2 € Englishrailway Indian railway 17,200 4, 0 Canadian Pacific milway 5 percent. mort. 5.712 10:0 lebontures...

counts-Londen and Man-855 0 chester Premia out standing, bills roceivable, policy stamps and cirofts, in course of col-

Furniture ac-

£111,383 14 B Less-Due to By Hongkong branch-Ba-By Yokohama branch Ba-

By Singapore banch—Ha-26,681.42 By furniture at lead office. Hongkong, Tokohama, 2,482.68 351-14 2 and Singapore branches By sundry debtors -Premia, etc. ontstanding at head office and 45,591.88

Lang-Duc gundries 42,402.18 6,006 19 6 Tacis 1,389,488,76 £225,177 11 TORKING ACCOUNT, 1899.

To net premia, 1st Jan. to 31st Dec., 1899 683,498.94 To transfer and certificate fees To profit on investment realized To exchange account Tacle 747,878.23 By agoncy commissions, 1st January to By charges at head office, branches and By directors and auditors fees...

8,779 17

By income tax By depreciation furniture account y losses and claims By balance carried forward WORKING ACCOUNT, 1900. To not promis 1st Jan, to 30th June, 1900, 874, 205.11 27,821.83 To transfer and pertificate fees

Tools 402,069.94 Taels. By agency commissions, let January to 30th June, 1900 By charges at head office, branches and By directors and auditors fees By income tar By exchange account By losses and claims By balance carried forward Taels 402,009.94

The question of the importation of arms and ammunition into the Shan States from Siamese territory is now sugaging the attention of the British authorities in Burms and Siam. Up to the beginning of the present year arms and ammunition were imported into Kengtung and Karenni from Siamesa territory, apparently without hindrance. The arms, seconding to the con the London market; and native dealers also report which we take from the Rangoon Times, seem to have been badly hit. The returns show are said to have been obtained from European an improvement on the two preceding years, firms in Chiengmai, where, it is stated, there are but a considerable shrinkage is anticipated in large quantities of arms of precision of various | the coming season. kinds obtainable. The paper referred to says: Native imports are of little interest to the -"The Government of Burms has addressed | foreign merchant and call for no remark. H. B. M. Consul at Chiengmai on the subject The number of vessels entered and cleared and the importation has now no doubt ceased. | during the year was 3,389, of a total tonnage of | for 47s. 6d. Sawlawi, the chief of Eastern Karenni, has also 2,866,196 tens, but the actual number of vessels given stringent orders for the seisure of all arms which were employed as regular traders to the brought across the Salween into his territory. port amounted to only 21, of which 13 were known Liebig Company's Extract new bears, in exercised and drilled on board. By this means, The Sawhwa of Kengtung has been requested British, 5 Chinese and 3 Japanese. The latter, addition to the blue signature J. v. LIEBIG, if adopted generally, an efficient and economical

report on the subject."

THE ROYAL HONGKONG GOLF CLUB.

QUARTERLY MEETING .- MCEWEN CUP.

BOGEY CUP, AND POOL. Fine weather favoured the meeting days of the competition, with the result that the number of entrants was above the average. In is gratifying to notice that the scratch men were on this occasion able to hold their own against the long handicap players. The following were the scores returned :-

MCEWEN CUP AND SILVER MEDAL Mr. T. S. Forrest ... Mr. J. H. T. McMurtrle Capt. H. B. des Voux ... Mr. H. W. Robertson ... Mr. J. F. Noble Lt. R. E. E. Krickenbeek 107 (14 entries.) BOGEY CUP. Mr. T. S. Forrest ...

Mr. E. A. Ram Mr. H. W. Robertson Mr. C. M. G. Burnie Capt. H. B. des Voeux Lieut. Krickenboek ... (16 entries.)

Mr. T. S. Forrest Mr. J. H. T. McMurtrie 83 Mr. J. F. Noble 104 Lt. R. E. E. Krickenbeek 107 Mr. C. M. G. Burnie ... 98 Capt. H. B. des Voux ... 106 (17 entries.) A NEW TREATY POINT IN JAPAN

law officers of the Crown, has recently decided i a point of great importance to foreign helders Imperial Customs. of land in the Yekohama Settlements which has excited much alarm amongst them, says the Monchester Guardian. The titles to lots of land in the Settlements were derived from the Japanese Government, and were in form of perpetual leases—a form of right in land unknown then, and still unknown, to Japanese law, but changes throughout the country, that there sphere of temporary influence or as an area of which at the time of the creation of the Settlements was that in which the foreign representatives desired that the title should be granted. Then came the new treaties, which provide that be somewhat relieved. In previous issues we all the rights of foreigners in land and property | have referred at some length to the incursion. are to be preserved intact, as they were under so to speak, of American enterprise on the Brit- influence. the old treaties. Now, in Japan the ownership ish coal market. Another instance of commerand all encumbrances on and rights in respect of cial tact in the shipment of the mineral to meet land are to be registered in the local prefectures or | the English demand, is the supply of 4,000 tons the foreign landowners went to register their high commercial value of which was well- within her limits. land as soon as the new treaties came into force known in Transatiantic steamship circles) they found that their titles were registered as being about equal to that then being quoted "perpetual superficies" and not perpetual leases, for Cardiff coal, f. o. b. anese law to the latter, but it is not so valuable that," stated a large coal-buying corresa right as perpetual lense, for the superficies is pondent, and his summing up of the present liable under the Civil code to be made termin- situation is an opinion shared by very many able by the decres of court, whereas the lease is al lease" in brackets. But this did not satisfy London at about 16s, per ton. That was the material development of four millions of square the landholders, who have a certain title secured | rate of freight which the Queenswood received. by treaty, as they consider, and who decline, Her cargo was intended for use on the English therefore, to accept anything less; while the railways, principally on the London and North Japanese can only register titles recognised Western lines, and would cost landed 37 (gold) with land in the Settlements, which, of not at all promising when the mail left, and where after a good deal of agitation the matter has their coal in small quantities. That American their titles as perpetual leases and nothing else. sking them if they will take part American treaties, and the Government hesitates about 20,439.54 2,895 12 0 doing so now owing to the feeling prevailing in certain quarters in Japan on the proposed

CONSULAR REPORT.

KIUKIANG.

This Yangtze port has shared in the unprecedented development of China trade in 1899. It is gratifying to note, says Mr. Consul H. F. Brady, who writes the report for last year, that there has been an advance of considerably over 1,000,000 tacle on the figures for the previous year-which were themselves the record for the port. The net volume of trade was 18.562.941, divided as follows:—foreign imports 7.924,471 tis., native imports 1,584,362 tis.

exports 9,054,108 tls. Among Imports the main increases were in sheetings (English, Bombay, and American), cottons, cottonyarn, lead, dyes, and matches, both European and Japanese, Indian opium increased 345 piculs on 1898, the result without doubt, says Mr. Bardy, of the good harvest of 132,046.46 last year. The increase is unlikely to be maintained, us the drug costs too much for the ordinary amoker. Russian kerosene increased about 90 per cent., American was stendy, but Sumatran showed a large falling off. Kerosene now figures as one of the most important items in the customs returns. Lugar, the only import handled by foreign firms in Kinking, is the product of the Hongkong refineries. The trade is developing but liable to fluctuations, accord-

ing as the local crop is good or bad. Nearly all the articles composing the exports show a marked improvement, due to the good harvest which was reaped throughout the province. There were no floods, and the people were able to cultivate the low-lying lands adja cent to the banks of the rivers, which in many years are devestated by inundations before the crops can be guthered; hence such articles as beans and peas, ground nuts, hemp, indigo and sesamum seeds, were all the excess of local requirements and were exported in large quantities. Chinaware, which is the special industry of Kiangsi, continues to increase in quantity, though it cannot be said that the ware improving. Little care and less skill is bestowed on the manufacture, and now that crude aniline dyes are employed in its decoration it is

even depreciating in the eyes of the Chinese. Of ten Mr. Brady says :- "The past season does not appear to have been a very profitable or prosperous one for foreign buyers, many of the shipments having met with a poor reception

to stop importations there, and if he is unable however, having no wharf accommodation, con- a new name made from the Liebig's Extract naval force would be created.

to do so Captain Drags, the assistant political fined their attention to the native passenger of Most Co.'s initials—LEMCO. Such a simple I think sufficient proof has been exhibited officer, has been requested to make a special traffic, and did not participate in the carrying device to prevent mistakes we wonder was not lately to show that the different off-shoots of trade, which may be said to have been carried thought of before.

on exclusively under the Chinese and British flags, the former being interested therein to the extent of nearly 5,700,000 taels (£855,000) and the latter to 12,800,000 taels (£1,920,000) The British flag is still unrepresented on the

Inland Waters. A British firm attempted to engage in the trade by means of a chartered launch, but after a few trips the vessel was withdrawn, and since then the Chinese companies have had the field to themselves. Of the trade by the Poyang Lake and to Nanchang Mr. Brady says :- " Under the present Rules for Inland Water Navigation, it is doubtful if steamers would find it profitable to engage in the trade-two difficulties lie in the way, the opposition which the advent of steamore under a foreign flag would be sure to give rise to on the part of the Provincial Government, and the antagonism of the native junk masters; the impossibility, too, of opening a firm or even a warehouse for the storing of cargo would also militate against the success of the undertaking.

A vigorous attempt was made during the year to introduce the Chinkiang system of outward transit trade in Kinking, but it met with such determined opposition in the part of lekin administration, whose interests were threatened. that it met with little success. The officials hold that foreigners have only the privilege of bringing down their own goods from the interior under pass, and they deny that the Treaty gives them the right to extend this protection to goods the property of their native clients. This has been the practice for many years at Chinkiang, and though it undoubtedly stimulates the export trade it cannot be denied that it inflicts serious loss on the Provincial Exchequer, all goods, whether foreign or Chinese owned, escaping lekin en route to the port in determining the future status of China's The British Foreign Office, supported by the of shipment, and being subject only to the payment of the 25 per cent. transit duty to the

THE PRICE OF COAL.

When the last mail to hand left England, it was, expected by those on the various coal exwould be a fall in the price of both steam and househeld coal by the end of September, and that the tension of the past few months would its moral, political and diplomatic influence, any authority that if the price of Welsh coal does not come downwards, and that rapidly, the depot owners will probably hold out for a clause in their approaching coal contracts with shiplegislation to allow foreigners to own land in owners, giving them (the depot people) the option of supplying American coal.

A CHINESE LAUNDRY IN LONDON:

A Chinese laundry has been started London. Mesers. L. Scheff and C. R. Benjamin are the innovators. They have already begun the revolution, for they have brought to London 167 skilled Chinese laundrymen, who are at present working at four different branches of The Chinese Hand Laundry" in the Westend. The headquarters of the China Hand Laundry are at present at 112, Great Portlandstreet, which, like the branches of the concern, has been painted a riotous yellow in delicate deference to the nationality of the workers. When a newspaper representative called Ah Tom, a childlike pilgrim from Hongkong, opened the door and said: "Mr. Scheff top si' You sabe." "It is simply this," said Mr. Scheff. "Mr. Benjamin and I saw that the British public wanted its washing done well, and without the constant ruination and loss which the existing system of steam laundries always has accomplished. So we determined to provide London with a staff of the finest laundry workers in the world. The Chinese employ no chemicals, but their undoubted skill in washing, the abundant quantity of fresh water they employ, and the perfect organization of the work (whereby each man devotes his time to one of the processes only) produces the very desirable, but seldom attained, result of pure sweet linen of snowy whiteness. We have already brought 167 Chinamen to London, all of whom are at present engaged at our branches in Great Portlandstreet, Albany-street, Stephen-street (Tottenham-court-road), and Mayfair So confident are we of the success of the innovation that we have acquired a site of seventeen acres at Hyde (which is Hendon way), and thereon we are building an immense laundry, with houses for the accommodation of the workers. Here and elsewhere we shall soon be employing nearly 1,000 Chinamen, who will be comfortably housed. As to our present work and the prospects of patronage I need only say that we have been open but three days, and we have already far more washing on hand than the men can easily get through. At our Mayfair branch we are booking custom from many of the best people, most of whom, having travelled, know what a boon and a blessing the Chinese laundry is."

The highest rate paid this season for a grain-

A COMMERCIAL CHRISTENING. The well charge of by the Naval Brigade who were

THE UNITED STATES AND CHINA.

MR. JOHN BARRETT'S VIEWS. Mr. John Barrett in a recent number of the North American Review makes no small claim for the position of the United States with regard to the present crisis in China. Many, no doubt, will think that he somewhat overstates his case—especially after the latest American move in the North. We quote the following remarks on "America's Position and Policy":-

Through all the confusion of the present and the mystery of the future, there stand out these dominant considerations: First, America is the logical arbitor of China's

future; the fate of the Empire depends upon the favor of the Republic; Second, if there is a Yellow Peril threatening the White World, America, more than any other Power, can lead the way to rendering it

colorless and innocuous; because, Third, America is the only nation present in China to-day, with force and with prominent interests, rights, and commerce, which has the unqualified confidence and trust of the European nations, Japan and China alike, or is not the object of long-standing jealousy and dis-

trust; and. . Fourth, an International Congress or Conference, in which America for the three reasons just given should occupy a prominent and possibly the leading part, will, in the nature of events, be assembled in the near future, to consider what shall be the attitude and policy of the nations of the world, not only in coping with the great problems of the re-establishment of order, the rehabilitation of the Government, the award of punishment and indomnities, but government and territory and their relation tothe outer world.

With this responsibility and position, what shall America's pelicy include? There should be no equivocation as to the principles involved. Expressed briefly, the main planks in our Chinese platform might be stated as follows: -1. The United States desires and should take

no port, province or part of China, either as 2. The United States should oppose, with all

partition of China among the foreign Powers, or any delimitation of acknowledged spheres of 3. The United States should insist upon the

permanent maintenance of the trade principle of the Open Door, as outlined in the present other district offices, a complete system of land from Philadelphia by the steamer Queenswood Chinese treaties, throughout all China, by all registration prevailing in that country. When for London, the landed price of the coal (the Powers endeavoring to exercise influence

4. The United States, provided the dissolution of the Empire is inevitable, despite our best efforts of diplomacy and moral suasion, the former being the nearest approach in Jap- has been bluffed, there is no doubt about should insist upon the guarantee, by formal convention of the Open Door principle in all the various areas of foreign sovereignty in China, and will carefully guard against excuses for more throughout the country. Steam coal of discriminating duties, national relates or subnot. To meet this hitch the Japanese devised excellent quality can be bought from American sidies, and special freight charges—for the the expedient of entering the right as "perpetu- colliery representatives on the market at from consuming powers of an increasing population al superficies followed by the words "perpetu- 11s. to 12s. per ton, and the cost of transport to of four hundred millions of people and the

miles are involved. 5. The United States, acting with charity and equity, and in no spirit of vengeance, should employ all its moral and material inby Japanese law. Meanwhile all dealings per ton. The outlook in the trade therefore was fluence in prescribing just punishment and indemnity for loss of life and property suscourse, is immensely valuable, are suspended; the boot will pinch most will be on the poor dwel- tained at the hands of fanatical and insurrecthe utmost inconvenience is being fest; and lers in township township the utmost inconvenience is being fest; and lers in township township the utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost in the utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost inconvenience is being fest; and lers in township to utmost in the utmost inconvenience is being fest; and lers in township to utmost in the utmost inconvenience is being fest; and lers in township to utmost in the utmost inconvenience is the utmost inconvenien responsibility of the overwhelmed government; been referred home, and the law officers have coal is fast winning a place on the English in establishing permanent order and honest held that the landholders are absolutely right, market need no longer be doubted. The depot progressive administration of government and that they are entitled to registration of people are approaching their customers, and throughout the Empire; in safeguarding, bothfor the present and the future, the lives, rights This means that the Japanese must legislate so coal under contracts. "Most owners have had and holdings of missionaries, merchants and as to make legal for the old foreign Settlements experience of that fuel," states the shipping other foreign residents; and, finally, in so a new description of ownership of land. The journal Fairplay, "and are offering to take it, preparing the way for peace, order and prowonder is that they did not do this when legis. and to pay the same price for it as they have sperity, to be followed by liberty, justice and 42,643.77 6,041 4 0 lating on other points connected with the new contracted to Tay for Welsh. It is stated on freedom under the guiding direction of Christian tude of the countless blameless Chinese and make them for ever our disciples in moral and material progress.

AUSTRALIAN SEA POWER:

THE NAVY OF THE COMMONWEALTH. The special correspondent of the Sydney Morning Herald, who proceeded to China with the Australian Naval Contingent on board the troopship Salamis, writes pleasantly of the trip to Hongkong, and says:-

As China, Japan, and other countries in that quarter of the world come more under the influence of Western civilisation, the prospects of enormous markets for Australian produce loom up vividly: and if history teaches anything it is that Australian traders will not be satisfied until they have obtained a strong footing in these Eastern centres. To safeguard her merchant ships she must not shun her responsibilities any longer. "Is the Australian Naval Contingent new on active service in China the forerunner or the nucleus of the Navy of the Commonwealth?" This was the thought which was uppermost in the minds of several of its officers whilst en route to the Far East. The topic was discussed over and over again, and the earnest hope expressed that the establishment of an Australian navy and naval reserve would be taken up early by the Federal Parliament, to whom matters of defence are relegated under

the new Constitution. Captain Francis Hixson, R.N., the officer commanding the New South Wales Naval Forces, who was left in charge of the colony's naval contingent as far as Hongkong, was approached during the voyage to China for his views on this important subject. His long experience and connection with naval matters in the colony should make his opinions valuable, "The complications in China," remarked the Captain, have shown that the Admiralty will sometimes think it necessary to strengthen the British fleet in other waters at the expense of the Australian squadron, and the feeling is predom- June 26.—Admiral Seymour relieved and back inant that no Australian would ever question the policy of the Admiralty in taking away the warships if they were more urgently needed in another part of the world. This fact shows how desirable it is that there should be a purely Australian squadron, The present policy of the colonies contributing a certain proportion of the cost of maintaining the auxiliary squadron can perhaps be questioned. My opinion is that it would be far better to establish a squadron of our own instead. There are many valuable. ships rusting in various naval ports in the old country which would be gladly accepted, maintained, and manned by Canada, New Zealand, and Australia, and would prove a decided acquisition to the sea-power of the Empire. The ships could be utilised in the principal ports carrier on the Pacific coast has been secured by of the colonies after the manner of the old skeleton crew, and on Saturday afternoons, holidays, and other occasions she was taken

1414-3 the old land have no selfish aims in view but

that they would help in their own way Great Britain to the last in the honr of danger. "The aspirations of the new nation," concluded Captain Hixson, "will certainly expand over the southern sees, and it is clear that Australia is to be a dominant Power in this part of the world. To maintain this position and establish her prestige, sea power is essential, and trust that steps will shortly be taken when our naval defences will keep on a sound basis, thereby establishing a sec-power in these southern waters which will keep pace with the rapid growth of the Anglo-Saxon race."

The absolute necessity of making more provision for the naval defence of Australia is strongly advocated by Commander F. Tickell. the officer commanding the Victorian Naval Contingent. In the course of an interview which I had with him whilst the troopship Salamis was proceeding on her way to China he said that on account of Australia's geographical position her primary line of defence, like that of Great Britian, must be on the sea. In the past the different colonial Governments have been devoting the major portion of the defence votes to the military; but under federation much more attention will require to be paid to the development of our sea defences.

"When we consider the expansion of our island-continent." said the Commander, "under the Commonwealth, the sooner the matter is dealt with the better. The annual value of our imports and exports at the present time is very considerable, and Australia should be in a position, not only to protect her own coast-line, but also her commerce against possible attack. A leading authority remarked recently that, although England has a much larger number of efficient cruisers than any probable combination of Powers, it is questionable whether she has sufficient cruisors to supply her battle fleets with scouts and protect all her trade routes. This lin, as a counte of fast cruisers stationed, for considerably harnes, and probably capture, several of our mail steamers before having to clear out. When you realise the amount of damage that the Alabama did during the Ame. rican Civil War before she was sunk, and the havoe made on English merchantmen by French privateers even after Trafalgar, it is as well to remember that history might repeat itself in regard to Australia.

"It seems to me that Australia in the future must occupy a prominent place amongst the peoples of the world, and she must be the dominant nower in the Pacific and the Southern Seas. and as she has Germany, France, Russia, and Japan close to her borders-much more than is realised-it is essential that the sooner we are more truly represented on the sea the better for our safety.

"We should have a distinct Australian portion of the British Navy manned by Australians, and not an Australian squadron which exists only in name. I am certain that in the colonies at the present time the nautical spirit is as strong as in the mother country, but there is no opportunity of developing it. The warships should always appeal in a tangible and concrete shape to the marine instinct of young Australians, an instinct which lies dormant at present for the lack of opportunity."

DIARY OF THE CRISIS.

May21.-Joint Note from the A mbassadors at Peking calling the attention of the Chinese Government to the Boxer troubles.

May 27.—Bexersburn station on the Lu-Hanline. May 28.—Boxers burn stations between Peking and Paotingfu. Belgian engineers and other refugees start from Paotingia to cut their way to Tientsin. Fengtai station and works burnt. Railway communication with Peking interrupted.

May 29.—Communication with Peking restored. May 30 .- Guards for Peking Legations commence arriving at Tientsin.

May 31.—British, American, French, Russian, Italian, and Japanese guards go up by rail to Peking from Tientsin. June 1.—Supposed incendiarism at Tientsin.

June 2.-Murder of Revs. Norman and Robinson. Paotingfu refugees reach Tientsin. June 5.-Railway intercourse between Peking and Tientsin finally destroyed.

June 7.- Large allied force lands at Taku." Decree sympathetic to Boxers in Peking Gazelte. June 9.—Detailed message from Sir C. Mac-

Donald to Consul Warren at Shanghai. June 10.—Admiral Seymour starts with 800 allied troops for Peking. Telegraphic communication with Peking from coast ceases. June 11.-Murder of Japanese Chancellor at

Peking. June 13.—Baron von Ketteler, German Ambassador at Peking, murdered. Rioting at Yupnenfu. June 14.—Fighting outside Austrian Legation

at Peking. All telegraphic communication ceases. Admiral Seymour cut off. June 15 .- Hinsang leaves Hongkong with 600 men from Hongkong Regiment and Asiatic Artillery. Chapels in Tientsin native city

burnt, and city in Boxers' hands. Tune 16.—Allied naval commanders demand the surrender of the Taku Forts. Terrible takes 300 Welsh Fusiliers and Engineers from Hongkong.

une 17.—Taku Forts open fire and are captured by allied warships. Chinese bombardment of Tientsin begins. June 19.—Admiral Seymour reaches a point 25 miles from Peking, but is compelled to

retreat. June 21. - Terrible reaches Tongku. First Legation (Austrian) at Peking captured by Kansu troops.

June 22.—Two attempts to relieve Tientsin fail. June 23 .- Successful third attempt to reach Tientsin. Chinese remain in force in the neighbourhood. June 24.—All Legations at Peking destroyed

except British, French, and German. June 25 .- First Indian transport starts for

in Tientsin. June 29.-Message from Sir R. Hart reaches Tientsin. July 1.-Condition of Peking reported des-July 4.—Last letters to hand from Sir C.

MacDonald and Mr. Conger written at Peking. 44 killed and 88 wounded at the Legation to date. July 7.-Murder of all foreigners remaining at Paotingfu. July 9.-Nerbudda, first transport, reaches

Hongkong. Japanese capture Tientsin Arsenal. July 11 .- Heavy fighting at Tientsin. July 14,-120 more Welah Fusiliers leave Hongkong for North. Allies capture Tientain

native city with a loss of 775 men. General Yamaguchi leaves Japan for Taku. which has been chartered to load for Europe kept clean, her armament looked after by a July 15.—General Gaselee reaches Hongkong. THE Offices of the deaths at Legations to date.

July 17.-La Hung-chang appointed Vicercy of Chihli. State of war on Amur River. July 18.-Li Hung-chang arrives at Hongkong and leaves for Shanghai. July 20 .- Reported appeal of Chinese Emper-

or to Japan. Alleged receipt of message from Conger at Washington.

McDonald's letter of the 4th inst. I.M.C. staff safe on this date. July 22.—Li Hung-chang reaches Shanghai. Mudras Light Infantry reach Hongkong. July 23.-Proposed Requiem Service at St. Paul's for Peking refugees postponed. Murder of 5 foreigners and many native Christions in Shansi.

July 21 .- Consul Carles receives Sir C.

July 26 .- Admiral Seymour with Centurion and Alacrity arrives off Shanghai. August 1 .- Admiral Seymour goes on visit to Manking.

August 2 .- Peking prisoners reported from Japanese source again in danger. August 3 .- Sir C. Macdonald sends cypher message reporting Legation fortifications strengthened.

August 4.-First detachment Cavalry Brigado leaves India for China. August 5 .- Admiral Seymour returns to Shanghai. Advance on Peking starts. Allies attack and rout Chinese at Peitsang. Russians

August 6 .- Allies capture Yangtsun, on the line to Peking. Chapels burnt at Ung-kung, near Swatow. August 7 .- H.M.S. Goliath leaves Hongkong

occupy Newchwang Native City.

for the North. August 9 .- Allies reach Hosiwu.

August 11.-Cypher messages, dated Peking, August 6, reach British and U.S. Consuls at Canton. Allies reach Matou. Sir C. Macdonald reports "All right." · Court leaves Peking with Prince Tuan. August 14 .- Allies outside the walls of Peking. Russians enter Chinese City. Gen. Creagh

and Indian troops reach bhunghai. Protests against their landing. August 15 .- Allies enter Peking and rescue the

· Legations. August 18.-Indian troops landed av Shanghai. would, I imagine, apply particularly to Austra. August 24 .- Japanese temple burnt at Amoy. Japanese sailors landed in the Settlements. instance, in the vicinity of Albany, could August 26 .- 150 more Japanese landed at

Amoy. August 27 .- French troops land at Shanghai. August 28.—Triumphalmarch of Allies through Sacred City; Peking August 30.-H. M. S. Isis and German Tiger

reach Amoy. Emperor and Empress Dowager at Taiyuanfu, Shansi. September 1 .- Mohawk and Castine reach Amoy. Quiet restored. Japanese troops in-

tended for Shanghai detained in Formoss. September 2.—First Peking arrivals in Shang-September 5.—Yun-Kuei Viceroy starts to rescue Emperor.

September 6.—German troops land in Shanghai. September 7 .- All troops withdrawn from Concession at Amoy. September 10.-Japanese marines landed in Shanghai. 22,000 allies at Peking. September 12. - Empress Downger resents

Heingchou, Shanei. September 14.-Li Hung-chang leaves Shanghai, but is detained by typhoon at Woosung. September 15-5,000 Russians leave Peking. September 18.—Count von Waldersee reaches

Hongkong and proceeds north. September 19.-Admiral Seymour leaves Shanghai for Taku: Riot in Kumchuk neighbourhood, Kwantung.

September 20 .- French gunboat Avalanche proceeds up West River. Germans and Russians capture Peitang forts. Li Hung-chang

at Tientsin. September 21.—Count v. Waldersee reaches September 22.—Continued troubles in Kwan-

September 24-Rioting at Shek Loong, 40 miles east of Canton. September 25.—German squadron at Shanghai

goes north. September 29-Sir E. Satow reaches Shanghai. October 1-Imperial Court leaves Taiyuan-fu for Hsian-fu. October 3.-Withdrawal reported of British

steamers on the West River. Li Hung chang leaves for Peking. October 4-Reported "Boxer" attack on Saiwan, near Samehun, Attempt to assussinate the Empress Dowager.

October 7.- British flag hoisted at Shanghaikwan by H.M.S. Pigmy. October 9 .- Sir E. Satow leaves Shanghai for October 10.-Kwantung rebels capture Wai-

October 12.—Weichow retaken by Chinese October 13 -Paotingfu captured by the Allies. October 14.—Scare at Macao.

October 15.-500 British troops sent to New October 16.—Count v. Waldersee proceeds to Peking.

EXPORT CARGO.

Per P. & O. steamer Malacca, sailed on the 5th September. For Glasgow :- 5 cases black. woodware, 75 cases preserves, 40 casks preserves For Manchester :- 1 box ore. For London :-2.039 bales hemp from Manils, 4 cases cigars from Manila 1,790 pkgs, ten from Amoy, 5,296 boxes tea. 147 boxes tea. 394 rolls mats and matting, 200 casks preserves, 55 pkgs, mat bags, 20 cases bristles, 39 cases Chinaware, 28 cases blackwoodware. 10 cases condensed milk, 6 cases M. O. P. shells, 8 cases private effects, 6 cases. preserves, 2 bales hemp.

BOMBAY-BURMAH TRADING COR-BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS and SCAN-TLINGS, PLANED, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEALING, WALLING, &c. TEAK SHINGLES FOR ROOFING. PINKADOE RAILWAY SLEEPERS

Rates Supplied and Orders Booked by JARDINE, MATHESON & CO. Hongkong, 3rd May, 1895.

NOW READY. 66 TATOUNTINGS OF THE NAVAL IVA GUNS and their Subsequent Use with the LADYSMITH RELIEF COLUMN." Being a Lecture by CAPTAIN PERCY SCOTT, B.N. C.B.,

and CAPTAIN A. H. LIMPUS, E.N. (of H. M. S. Terrible). The book is printed on art paper, and illus-

trated with coloured maps and sketches. Prices ... 31 and \$1.50

NOTICE OF REMOVAL.

HONGKONG DAILY PRESS. CHUNG NGOI SAN PO. CHRONICLE & DIRECTORY. 14. DES VŒUX ROAD CENTRAL, Entrances East Lane, recently Messrs. Wendt & Co.'s Offices, behind Messrs. Shewan.

have this day been Removed to Tomes & Co.'s premises. Hongkong Ist May, 1900.

testimonials to-

Care of Daily Press Office. Hongkong, 18th October, 1900.

ANTED, as soon as possible, a HOUSE or HOUSES to accommodate 10 or 12 OFFICERS of the Royal Artillery, situated as near as possible to Bowen Road Tram Station. Apply with particulars as to number of rooms, rent. &c., to Colonel COLLARD, D.A. A.G., Heed Quarters, in person, or by letter between the Hours of 9 a.m. and 3 pm. daily. Hongkong, 18th October, 1900.

COMFORTABLE APARTMENTS with J BOARD at Kowloon required by a Gentleman.

Address -ZAMPA, Care of Office of this Paper. Hongkong, 18th October, 1960. TACK CHEONG LOONG. NAVY & MILITARY TAILOR. DRAPER AND OUTFITTER.

ARMENTS made by hand; guaranteed perfect fit. Hats, Shirts, Socks, Silk Handkerchiefs, Boots, Shoes, &c., for Sale. New and Fashionable, Goods. Prices very

moderate. No. 65, Queen's ROAD CENTRAL. Hongkong, 18th October, 1900. PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

SATURDAY, the 20th October, 1900, at 2.30 P.M. at his Sales Rooms, No. 8A, Queen's Road Central,

TWEED, SERGE and FLANNEL in Suit Longths. LADIES' DRESS MATERIALS. SCARVES, TIES, SOCKS and STOCK-

TERMS OF SALE: -- As Customary. V. I. REMEDIOS, Auctioneer.

GOVERNMENT BILLS.

Hongkong, 18th October, 1900.

ENDERS for SPECIE, MEXICAN DOLLARS, current in this Colony, and weighing 7. 1. 7. in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M. TO-MORROW (FRIDAY), the 19th inst.

The Tenders to state the total amount required (in Pounds Sterling) and the amount for which each Bill should be drawn, but no sums will be issued for less that £100.

The Tenders to be in Duplicate and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "TEN- October. DERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved. S. D. CROOKENDEN,

Colonel. (hief Paymaster, China. Her Majesty's Treasury Office, Queen's Road. Hongkong, 16th October, 1900.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT. THE Company's Steamship

· "MENMUIR," Captain R. W. Almond, will be despatched as above on TUESDAY, the 23rd inst., at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber. A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers. Hongkong, 17th October, 1900. INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FOR SANDAKAN. THE Company's Steamship.

"MAUSANG," Captain R. Cox, will be despatched for the above port on WEDNESDAY, the 24th instant, at

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, 17th October, 1900.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship "YAWATA MARU,"

(3,820 tons gross, Captain A. E. Moses, will be despatched for the above port on FRIDAY, the 26th instant, at 4 P.M. This new Mail steamer is specially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried. Return tickets issued by this Company are available for return by steamers of the other

For Freight or Passage, apply to Hongkong, 17th October, 1900.

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting . THE BEST NITEO-POWDER IN THE WORLD. PRICE OF 12-BORE CARTRIDGES:-Loaded with With Powder

Powder only. and 1 oz of Shot. Primrose Cases ... \$5.65 87.40 Pegamoid Cases ... 6.25 8.00 Ejector Brass Cases, 6.90 5 per cent. discount on orders of 1,000 and over.

Apply to WM. SCHMIDT & CO. Gumnakers, Hongkong. Hongkong, 27th July, 1897.

COMPANIES OLIVERS FREEHOLD MINES. LIMITED.

NTOTICE is hereby given that the B Shares, on which the FINAL CALL of 50 cents per Share has not yet been paid, are liable to be FORFEITED, reless the said Call be paid to the undersigned at the Office of the Company, 38 and 40, Queen's Road Central, Victoria, Hougkong, on or before the 17th October,

JOHN D. HUMPHREYS & SON, General Managers. Hongkeing, 3rd October, 1900. CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THIRE THIRTY-FOURTH ORDINARY MEETING of the SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 23rd instant, at TWELVE O'CLOCK, NOON, for the purpose of presenting the report of the Directors and Statement of Accounts to 30th April last and of declaring dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd instant, both days inclusive. By Order of the Board of Directors.

H. P. WADMAN, Acting Secretary. Hongkong, 2nd October, 1900 HONGKONG ELECTRIC COMPANY,

ENDERS are invited for the Allotment of the Unissued balance of New Shares (4104 Shares), Dollars Five per Share paid up, PAYABLE on the 1st November, 1900. Tenders will be received up to the 20th of October. No Tenders under par will be considered, and the Allotment will be made preferably to Shareholders.

LIMITED.

By Order of the Board of Directors. GIBB, LIVINGSTON & CO., Agents. Hongkong, 29th September, 1990.

HONGKONG ELECTRIC COMPANY, LIMITED.

NEW ISSUE SHARES.

CHAREHOLDERS are hereby notified that the SECOND CALL of \$3.09 (Three Dollars) per Share has been made and is PAY-ABLE at the Company's Office, No. 4, Queen's Buildings, on or before 1st November, 1990. Shareholders are requested when paying the. above mentioned call to send to the Company's Agents their provisional Share Certificates for endorsement

By Order of the Board of Directors. GIBB, LIVINGSTON & CO., Agenta. Hongkong, 29th September, 1900. UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

DIVIDEND of \$20 per Share for the .A. year 1899, equivalent to 40 per cent. on the paid-up Capital of \$50 per Share, has been

WARRANTS will be issued on the 12th By Order of the Board. W. J. SAUNDERS,

Secretary. Hongkong, 12th October, 1900.

HONGKONG JOCKEY CLUB. NOTICE.

N EXTRAORDINARY GENERAL MEETING of MEMBERS of the above Club will be held in the City Hall on SATURDAY, the 27th October, at 12.15 P.M. Business:-To confirm the Resolution passed at the Extraordinary General Meeting of Members held on the 13th October.

By Order. T. F. HOUGH, Clork of the Course. Hongkong, 17th October, 1900.

NOTICE. I N consequence of the great increase in the price of Coal the undermentioned Lines beg to give notice that on and after this date and until further notice they are compelled to CHARGE a PRIMAGE of 10 per cent. on all PASSAGE RATES by their Steamers.

A. M. MARSHALL, Acting Superintendent, P. & O. S. N. Co. G. DE CHAMPEAUX, Agent. M. M. CIE.

MELCHERS & CO., Agenta, N. D. LLOYD. SANDER, WIELER & CO., Acents.

AUSTRIAN LLOYDS S. N. Co. Hongkong, 15th October, 1900.

W. BREWER & CO.

NEW BOOKS.

China's Open Door, by Consul-General China in Decay, by Alexia Krausse China and the Present Crisis. by Walton All the World's Fighting Ships, by Jane Celebrities of the Army, 12 Parts ... Wide World, Volume 5 ... The Captain, "A Book for Boys," Vol. 3 3.50 Tropical Diseases, by Morison, Revised and Enlarged Nautical Almanack, 1901 ... European Settlements of the Far East ... Golden Deeds of the War

NEW STOCK: NEW STAMP ALBUMS, INDIAN CIGARS. EGYPTIAN CIGARETTES. CROQUET LAWN BOWLS!

AYER'S TENNIS BALLS (covered and uncovered). 23 & 25, Queen's Road, Hongkong.

NOTICE OF REMOVAL.

TATR. A TACK'S FURNITURE STORE WIL will be REMOVED to DES VŒUX ROAD, New Praya, opposite the Offices of the P. and O. S. N. Co., on or about the 30th inst. Owing to the decorations not being complete, business will not be transacted at the new building for two or three weeks, but will be resumed at an early date. Customer respectfully requested to call at or send communications to Nos. 27 and 28, LEE YUEN STREET East, their temperary Store Hongkong, 27th September, 1900.

BANKS. TIME NATIONAL BANK OF CHINA

LIMITED. PAID-UP CAPITAL 2 324,374 HEAD OFFICE-HONGKONG.

BOARD OF DIRECTORS. CHAN KIT SHAN, Esq. | D. GILLIES, Esq. CHOW TUNG SHANG, Esq. J. T. LAUTS, Esq. Chief Manager, JEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed.....5'/ Hongkong, 23rd March, 1899.

TIONGKONG & SHANGHAI BANK-ING CORPORATION. PAID-UP CAPITAL \$10,000,000 RESERVE FUND-

STERLING RESERVE...\$10,000,000 SILVER RESERVE .1. 2,000,000 RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS. N. A. Siebs, Esq.—Chairman. R. SHEWAN, Esq.—Deputy Chairman. E. Goetz, Esq. A. J. Raymond, Esq. Hon. R. M. Gray R. L. Richardson, Esq. A. Haupt, Esq. P. Sachse, Esq. Hon. J. J. Keswick H. W. Slade, Esq. D. Meyer Moses, Esq.

CHIEF MANAGER: Hongkong-Sir Thomas Jackson.

MANAGER : " Shanghai-J. P. WADE GARD'NEE, ESQ. LONDON BAKKERS-LONDON AND COUNTY

BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per

Cent. per Annum on the daily balance. ON FIXED DEPOSITS. For 6 months, 31 per cent. per Annum. For 12 months, 4 per cent. per Annum.

T. JACKSON, Chief Manager, Hongkong, 4th October, 1900. HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANG-HAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 PAID-UP CAPITAL

PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong and SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT, per annum. For the Hongkong and Shanghai BANKING CORPORATION:

T. JACKSON, Chief Manager. Hongkong, 4th October, 1900, THE BANK OF CHINA & JAPAN,

LIMITED. WORKING CAPITAL over £210,000 RESERVE LIABILITY OF SHARE-HOLDERSfully £425,000

> HEAD OFFICE : 36: Nicholas Lane, London. BRANCHES: Hongkong, Shanghai, Singapore

AGENCIES: Yekohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and

Bankers: The Bank of England and the Capital and Counties Bank, Limited, General Manager-F. C. BISHOP.

INTEREST ALLOWED. On Current Accounts ... 2 per cer Fixed Deposits 3) months ... 4 ...12 \ notice ... 41

The Bank buys and salls and receives for colection Bills of Exchange on, and transacts: general Banking business with, the above places. Hongkong, 1st May, 1909. THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000 Subscribed£1,125,000 PAID-UP£ 562,500 RESERVE FUND £ 30,000 BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2°/, per annum on the Daily balance. ON FIXED DEPOSITS :---

For 12 months 4 % J. THURBURN Manager, Hongkong. Hongkong, 24th March, 1900. THE BANK OF TAIWAN (FORMOSA),

LIMITED. (INCORPORATED BY SPECIAL IMPERIAL AUTHORIZED CAPITAL Yen 5,000,000

HEAD OFFICE :- TAIPEH, FORMOBA. JUICHI SOYEDA, Esq., President. Head Office Manager : HIROMI KAWASAKI,

BRANCHES AND AGENCIES. Kyoto Yokohama Osaka Nagasaki Hakodate Moji London New York S. Francisco Tainan Hongkong Amoy Shanghai Tientain Newchwang Chemulpo Fusan.

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Credits granted on approved Securities and every description of Banking and Exchange business transacted. Drafts granted on the chief commercial places both in Japan and Abroad. Further particulars may be obtained on application. HIROMI KAWASAKI,

Manager. [2514 Taipeh, 5th October, 1900. 1290 | Hongkong, 27th April, 1900.

BANKS. THE OKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000 CAPITAL UNCALLED 6,000,000 RESERVE FUND..... 8,130,000

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Hongkong, 2nd October, 1900.

HEAD OFFICE-SHANGHAL. BOARD OF DIECTORS: BERLIN. BRANCHES: Berlin Calcutta Hankow

Tiontsin Tsingtau (Kiautschou) LONDON BANKERS Messra N. M. Rothschild & Sons,

Union Bank of London, Ltd. INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. H. SCHOTTLAENDER,

Acting Manager. Hongkong, 8th Pebruary, 1900. MPERIAL BANK OF CHINA ESTABLISHED BY IMPERIAL DECREE OF THE

12TH NOVEMBER, 1896. Subscriped Capital Shanghai Tls. 5,000,000

HEAD OFFICE-SHANGHAL,

BRANCHES AND AGENCIES. Canton Hankow Chefoo Peking Chinkiang Penang Chungkiang. Singapore Foochow

Tientsin. The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and salls Drafts and Telegraphic Transfers payable at its Branches and Agencies.

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AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE-LONDON.

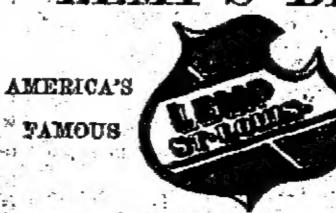
RESERVE LIABILITY OF SHARE-HOLDERS£800,000 Reserve Fund.....£525,000 INTEREST allowed on Current Account at the rate of 2°/, per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent.

T. P. COCHRANE, Manager, Hongkong, Hongkong, 15th October, 1900

AUTOMATIC MAUSER PISTOLS.

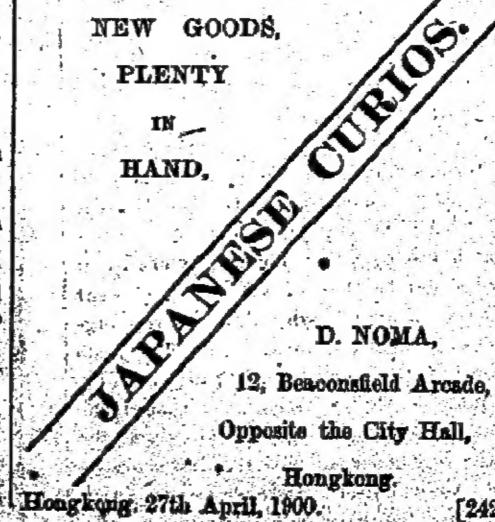
CALIBRE 7.63 m.m. With CHAMBER for 10 CARTRIDGES. FIRING 10 SHOTS in 2 SECONDS. SIEMSSEN & CO. Hongkong, 3rd October, 1900.

LEMP'S BEER.



LIGHT BEER,

OLE AGENTS for Hongkong, China and Philippine Islands-ARRATOON V. APCAR & CO. Hongkong, 11th July, 1900.



INSURANCES SALAMANDER FIRE INSURANCE

COMPANY. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRI at Current Rates

HOTZ, S'JACOB & CO. Hongkong, 2nd April, 1900. DHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates. DOUGLAS LAPRAIK & CO. Agents for the Phoenix Fire Office. Hongkong, 17th August, 1887.

TIRANSATLANTIC FIRE INSUR ANCE COMPANY OF HAMBURG AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at

SIEMSSEN & CO.. Hongkong, 16th November, 1872. NORTH GERMAN FIRE INSUR ANCE COMPANY OF HAMBURG

Current Rates

Hongkong Manager. The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current SIEMSBEN & CO.

Hongkong, 29th May, 1895. NORTH BRITISH AND MERCAN. TILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DECEMBER, 1899. £14,409,089.

AUTHORISED CAPITAL ... £3,000,000 0 SUBSCRIBED CAPITAL ... 2,750,000 0 PAID-UP CAPITAL 687,500 0 II. FIRE FUNDS 2,731,183 13

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO. Hongkong, 22nd June, 1900. CUN INSURANCE OFFICE, LONDON

FOUNDED 1710. The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates SIEMSSEN & CO.

Hongkong, 16th May, 1892. AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX-LA-CHAPELL. THE Undersigned, having been appointed

AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BROCKELMANN & CO., Hengkong, 21st April, 1897

COTTISH METROPOLITAN ASSURANCE CO. The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE A yearly premium of £28 2s. (age 30) secures

the following :--£2,000 in case of death by accident. £1,000 in case of natural death. £1,000 in case of permanent total disablement by accident. £500 in case of partial total disablement by

£6 per week in case of temporary disablement Accidents insured against for £4 and £2 per annum (£1,000 in case of death, by weekly payments in case of injury). For further Particulars apply to J. Y. V. VERNON

Hongkong, 8th June, 1896. THE WESTERN ASSURANCE COM-PANY OF TORONTO, CANADA, INCORPORATED 1851.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT BISKS against FIRE at Current Rates WM. MEYERINK & CO...

Hongkong, 18th May, 1900. 1512 "L'UNION" FIRE INSURANCE COMPANY, LD. (Established 1828).

HE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the A. R. MARTY, Hongkong, 1st August, 1900.

OWNERS of HOUSES situated in the Central Division of the City of Victoria. and in the Western Division of Kowloon, who have not had their premises LIMEWASHED and CLEANSED in accordance with law, are reminded that the period during which the work should be finished ends on the 31st day of October, 1900, and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to stamp out plague, is determined to rigorously presecute any owner in default after the above named date.

The Central Division of the City lies between Garden Road on the East and Morrison Street and East Street on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of Robinson Load and includes Tsim Sha Tsni, Yan Ma Ti Mong Kok Tsui, Tsi Kok Tsui and Sham Shui

By Order of the Board. G. A. WOODCOCK, Acting Secretary. Hongkong, 1st October, 1900.

WO FAT & CO.

CHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS. No 11, LEE YUEN STREET, EAST. Hongkong, 25th July, 1900. [2074] Telegraphic Address, "Boavists." 2549

INTIMATIONS.

RUGBY

FOOTBALL,"

ARTHUR J. GOULD

(WHO HAS PLAYED IN TWENTY-SEVEN INTERNATIONAL MATCHES).

THE following SPECIAL ARTICLES The Undersigned, having been appointed are now appearing weekly in the Hongkong Daily Press :---

> 3.—THE EFFECT OF THE INSTRUCTIONS TO REFERERS 4.—FOUR THREE-QUARTERS V. THREE. 5.-GREAT PLAYERS OF THE PAST.

6.—GREAT PLAYERS OF THE PRESENT. 7.—THE NORTHERN UNION'S EFFECT ON THE GAME.

8-Is RUGBY FOOTBALL DETERIORATING? Hongkong, 10th; October, 1900. IMPERIAL BANK OF CHINA.

NOTICE.

TATHEREAS the IMPERIAL BANK OF CHINA'S Premises in Poking have been destroyed by the Rebels and the following UNISSUED NOTES expressed on the face thereof to be payable at its Office in Peking in CHING-PING TSU-YIN currency, have been STOLEN therefrom:-

100,000 Notes of 5 Mages each-Nos. 0001 to 100.000. 100,000 Notes of 1 Toel each-Nos. 0001 to 100,000. 20,000 Notes of 5 Taels each-Nos. 0001 to 20,000. 10,000 Notes of 10 Tacle each-Nos. 0001 to 10.000. The Public are hereby cantioned against

purchasing or dealing in any way with such Notes, as the Bank accepts no liability for the By Order of the Board of Directors. For the IMPERIAL BANK OF CHINA. (8gd.) A.W. MAITHAND. Acting Chief Manager. Hongkong, 20th September, 1900.

NIEW LEE ENFIELD 303 MATCH

FOR SALE.

RIFLE COMPLETE. ELEYS SPORTING CARTRIDGES. EVERY KIND OF SPORTING RE-

QUISITE.

WM. SCHMIDT & CO.,

Gunsmiths. Hongkong, 22nd September, 1900. [1213] OUAN WAH & CO. LEALERS IN ITALIAN MARBLE AND GRANITE

MONUMENTS.

DESIGNS & PRICES on APPLICATION at No. 1, Queen's Road East, Hongkong Hongkong, 17th October, 1899. CARMICHAEL & BARLOW, CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS.

QUEEN'S BUILDINGS. ESIGNS and Specifications prepared for any class of Steamships. Launches and light-draught vessels a speciality. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale.

H. F. CARMICHAEL. B. J. BARLOW Hongkong, 1st June 1899 JACK A YOUNG & CO. Nos. 76 & 78. DES VEUX ROAD (OLD PRAYA

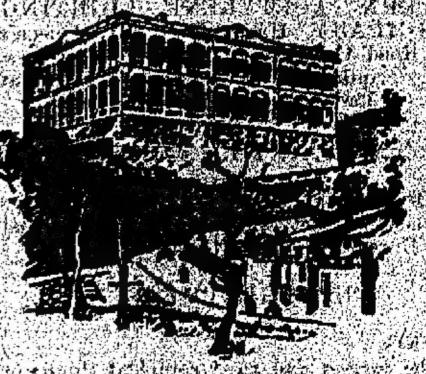
CENTRAL)

Telegrams, "CELESTE," Hongkong.

NTOTICE is hereby given that WING KIT and A TYE are no longer connected with the above firm, both having been dismissed as foremen. On and after the 22nd September we shall not be responsible for their liabilities or Customers are respectfully requested henceforth to communicate direct with this firm, or through our Assistants, who are authorised to go on board vessels for orders for gear, &c., &c.

Dated Hongkong, 22nd September, 1900.

HOURT WISTA HOTEL



THE only FIRST CLASS HOTEL in the Colony Moderate terms by the day or month. European Management MACAO is distant 40 miles West of Hongkong and the journey is made each day (Sundays excepted) by the Magnificent Saloon Steamer Heurgshan in 3 hours leaving Hongkong at 2 P.M., and Macao at 8 A.M. Connection made by Company's Steamer to and from Canton. Tourists should not miss the chance of visiting this famous old City. For Terms, apply MANAGER.

PAULIBREN Colland Result Authorior Appress

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*DATE TO PRESE COPPLEE The only affice to China my my Duropean cannot work the control of BOOKED CHEES AND STATUONERS

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Exporter of Real Hand-made Torohon Lace in Bilk, Linen and Cotton, Grasscloth and Silk Embroideries Hand-made Sill and Linen LACE Curtains made to order 1 17, Queen's Road, Central

B BLACKERAD & CO. Navy Contractors, Shipchandlers, Sailmakura Provision and Coal Merchants. Praya Central, next Hongkong Hotel.

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TOBACCONISTS Control of the Contro

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E STANCED LANGUE OF CASE OF CA Table 2 Leaving Street Past, AGENTS FOR W. K. EVELDY A. Co., 37, Calle Say A STATE OF THE PARTY AND THE P

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BUGBY THOTEAN

ARTHUR J. GOULD.

INTERNATIONAL GAMES A RECORD AND SOME CONCLUSIONS.

For the second time in the history of Rugby

football, Wales, in 1900, secured the international championship and the Triple Crown together. As a Welshman I feel proud of my country's success. Before I pass on to deal with the achievements of last season I cannot resist the temptation to pause for a moment by the way, to look back upon the uphill struggle Wales had before she attained her previous great success in 1883. For years," gallant little Wales" had taken her part in International contests, but never till then had she reached a position of proud pre-eminence at the head of the Rugby-playing countries. Often she had suffered reverses, crushing and humiliating, but in 1893, when the game was at the height of popularity, before there was any split in the Rugby camp, when every country sent to the field men whose names will live in the annals of football, she met and defeated in turn, England, Scotland, and Ireland, Again in 1900 she has done the same. Yet we cannot say that history exactly repeated itself. In '93 two matches were played in Wales and one away; in 1900 two were played away and one at home (though, in reality, the Welsh team were more at home at Gloucester than the English fifteen, since Welsh clubs are regular visitors to the city on the Severn). In '93 each opponent of Wales played nine forwards and three threequartes; in 1900 all the countries played the Welsh style. In '93 Wales beat England at Cardiff by a single point, after what was pro- however, a piece of genuine Welsh combination bably the most exciting international match ever played, whereas in 1900 the contest was not so Engineer Tools, Brass and Iron Mer- keen, the score was not so close, and the play was not of such a brilliant and sensational character. But in two respects there were straight and beat the opposing threequarter, so resemblances. In each season Wales reached that by the time he faced the full back, as the the highest level of play against Scotland other Welsh threequarters had advanced in line and the lowest against Ireland; in each with him, there were three Welshmen to face year the Sons of Erin were beaten by a one Irishman. All that was necessary was try. But whatever the differences and re- good pass-that was given, and Davies raced semblances, the Welsh team in 1900 were in. Ireland attacked very hotly after this and the thrice victorious champions. That Wales | Louis Magee made a desperate effort to win the thoroughly deserved the position to which game off his own bat, but the defence prevailed she attained, no fair critic will deny. Not only in the matter of points scored was she far shead of either of the other countries, but the general play stamped Wales as the leading country of the season. . Let us review the matches played, and endeavour to draw a few conclusions from them. As Wales is at the top of the tree, it is especially interesting to look back to the first match of the international series - England v Wales, at Gloucester.

This was the first luternational match ever played at Goncester, and it was a great pity that the anticipation of the local committee, who had made very extensive arrangements for the accommodation of a great crowd, were not realised. The attendance was disappointing. and the play was not an good as had been expected. Wales won by by three goals (one penalty) to I try, yet the match was anything but one sided. It was not till helf-way through the opening moiety that Wales scored through Hellings, one of the forwards, who had just previously received a secere injury, which afterwards proved to be a broken arm. Early in the second half, England stracked very strongly, and as the result of passing Nicholson sprinted in over the line. The try was not converted, so Wales still led by two points, as Bancroft had converted the Which try After this, Wales, for the first time in the match, showed good combination and as the result of time running and passing by Lloyd, Davies, and Trew, the last-named scored and Bancroft placed another goal. Right at the close of the game England were penalised, and Bancroft dropped a goal from the touchline at the 25 (just such a goal as he dropped against England in 1893, the year of the previous triple victory), and Wales won by 13 coints to a

Three weeks later Wales met Scotland at Swanses, and of this match it is no exapperation to say that never has a Scottish team made so poor a show against Wales, who won by 4 then to 1 try. Fairly early in the game, W. Llewellyn scored after a brilliant run following a fine round of passing. The game was chiefly in favour Wales till near half-time, when Bancroft showed great slowness in fielding, and Dykes rushed the ball past him and equalised for Scotland But Wales soon showed that the savantage lay with her, and, after some hot attacks, Nicholls Scored from a cross pant by Llewellyn Thi brought half time, with Wales three points to the good in the second half during which Vales attacked repeatedly, and Scotland defended most street nonsly. Liswellyn scores PARTER FILL puce as the result of fine passing, and W. I ChiroCise rall Williams added the fourth try, through T Boott failling to touch down promptly THE 1899 CHAMPIONS.

Wales, who had thus taken part in the fire two internationals of the season, and had won the first two matches, had a long rest before she played her last match, and the last of the sessen. In the meantime Ireland, the trobly victorious champions of 1899, had entered the field. Their first match destroyed once for all any shance of The court forms the last of the last the last well

with a similar effort, while before the Brat ball | mand a team worthy to wear the Bose Take Was overy Bobinson and scored a try by follows the case of Scotland, too. When they took ing up a rush of the English forwards. Ire- the field against Wales their forwards were land opened the second half with a hot attack. by no means at the level of ordinary Scotch but could not get through, and a fine packs-in fact, in all my experience, round of passing by England led to Gordon have mever seen a weeker Scottish forward Smith scoring again, while Robinson further | team. They lacked the training necessary for | in the occupation of Dautsch Austische Bank increased the score, and Ireland were handsome- | such a game, and their lack of fire, coupled with ly beaten by two goals (one dropped), 2 tries to | the fact that the Welsh forwards were a really I dropped goal. England had thus done some. good lot, explained the numerous chances of thing to improve her position and certainly putting the threequarters in motion of which showed materially improved form as compared the Welsh halves availed themselves so finely. with that against Walso, while Ireland found | That England, Scotland, and Ireland gradual.

24, was between countries who had both been | they put in the field in their closing matches badly defeated in their opening matches, and it | better teams than those which represented them it was not surprising to find changes in the fif. in the opening games. teons. There were night different men, in the Scottish team, and six in the Irish; the men players in this article (that will beldone in an took the field in better condition, and the article on "Great Players of the Present,") but memory of defeat acted as an incentive to des- speaking of the international teams as a whole, perate effort. Both Ireland and Scotland pride | there is not the least doubt in my mind that the themselves especially upon their forwards, and standard of international football in 1900, ex. it was between the two packs that the battle lay. | cept in the case of Wales, was below the average The game was a hard one, it was marked by level of the last ten years. There was less brilmuch good play, but there was little of brilli- liance at all points, and though I feel that ance, and in the end neither side could claim! Wales as a whole was stronger in 1900 than in advantage, for the result was a pointless draw. 1899, I cannot help thinking that for all-round Practically the same criticism applies to Scot- shility the fifteen were not up to the level of land v. England at Edinburgh, on March 10- the team who won the Triple Crown in 1893. FLOOR, PRINCE'S BUILDINGS. it was a hard forward game of the old-fashioned My reason for saying this is that in that season kind, and neither side could pierce the defence | the other countries were at their strongest. of the other.

Rugby international of the season-Wales v. Ireland at Belfast. The former team were already securs in possession of the championship, and it remained to be seen whether they would attain the further honour of victory all long the line. The first half was fought out closely, with much fine and much faulty play, but the interval was reached without score. In the second half, was brought off, and it gave Wales the victory. Phillips, one of the halves, got the ball from the scrimmage, and, going straight for the line, beat his man, and passed to Nicholls. The centre went

AN INTERESTING TABLE. The following table (in which the usual league method of reckoning points has been adopted), shows the positions and achievements of the four countries:-

Played. Won. Lost. Drawn. G. T. Pts. Pts. 0 3 5 28 2. England 3 1 3. Scotland 3 2 1 . 1 0 4 1 4. Ireland 3

Thus 1900 brought an important change in the position, since Ireland fell from the first place to the last, and England, instead of being at the bottom, rose to an honourable second. England is to be congratulated upon this improved record. Against Wales her forwards were comparatively weak, and that had a great boaring upon the iseue, but against Ireland and Scotland for better form was shown, and the result of the season's play was such as to encourage the authorities of the Rugby Union. With regard to the position of Wales, the result of the matches proved that the Selection Committee, at the first attempt, selected a fifteen in which confidence was justified. It is not a little remarkable that Wales played practically the same team in all three garage, and but for accidents would have played the same men without exception. In the threequirter line, the only alteration was Gwyn Nicholls for D. Rees. Nicholls was the origital selection, but he did not return from the Anglo-Australian tour in time for the English match, so Rees played reserve. Then, in th English match, Hellings, a forward, had hi arm broken, and that prevented him from play ing in the Scottish match, in which his place was taken by G. Dobson; prior to the Irish match, G. L. Lloyd was injured in playing for Kent, and Selwyn Biggs was called out of practical retirement to fill the gap. These were the only changes.

YALUE OF MATCH PRACTICE Now where at the first selection a really good term is chosen, it is to the advantage of that team that they should meet opponents who have not been previously tested. Had Wales been called upon to meet the first selected teams of the three countries, there is no doubt that she would have wen the match with Ireland by more than a single try, while it is certain that had Wales been opposed by the Scottish team which met England, or the English team engaged in the same motch, she would have had far more difficult task than she had. As the international season goes on the fifteens are gradually strengthened (that is, unless they prove spicessful in the two opening matches); and there is no doubt that whereas the first English team lacked cohesion, especially among the forwards, it was greatly strengthened to meet Ireland, and further improved to meet Bootland, so that in the last encounter it was shown that England could still com

Lir Morali Mackengle M D. (Tallings threat Specialist)

that her team was not all that could be desired. Iy improved their fifteens as the season pro-The next meeting, at Dublin, on February gressed is certain, and, in spite of accidents.

I do not propose to deal with individual One has only to recall the names of the football Then, on St. Patrick's Day, came the last giants who represented England, Scotland, and Ircland then to be convinced that the men of those days were better individually and collectively than their successors of to-day. At any rate. Wales reached the top of the tree in Rugby football in '99.'00, and there is no doubt that the honour was thoroughly earned. That Wales had the best fifteen and deserved victory in every match will be admitted by impartial critics who saw the games.

NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

ATHESIA. Captain Brunst, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside. Optional Cargo will be forwarded unless notice to the contrary be given before the 12th

Any Cargo impeding her discharge will be anded into the Godowns of the Hongtong and Kowloon Wharf and Godown Company, Limited, and stored at Consigness' risk and expense. No Claims will be admitted after the Goods have left the Godowna, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 r.m. No Fire Insurance has been effected. SIEMSSEN & CO.

Agents. Hongkong, 12th October, 1900

OCEAN STEAMSHIP COMPANY.

MONSIGNEES per Company's Swamer "TANTALUS" are hereby notified that the Cargo is being dis charged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company; in both cases it will lie at Consigness' risk. The Cargo will be ready

for delivery from Craft or Godown on and after the 13th instant. Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 20th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 23rd instant.

BUTTERFIELD & SWIRE, Agents. Hongkong, 12th October, 1900. NOTICE TO CONSIGNEES.

"CHUSAN" FROM BOMBAY, COLOMBO AND

FITHE P. & O. S. N. Co.'s Steamship

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo :--From London, &c., ex &s. Oceana & Peninsular From Australia, ex s.s. Victoria. From Persian Gulf, ex s.s. Java, Naseri and

Optional goods will be landed here unless instructions are given to the contrary before 2 PM., TO DAY.

Goods not cleared by the 18th inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised. A. M. MARSHALL.

Acting Superintendent. Hongkong, 12th October, 1900.

NOW BEADY. DOUND VOLUMES of the

HONGKONG WEEKLY PEESS

JULY to DECEMBER, 1899. With INDEX

Price \$7.50. Houghoug Daily Press Office Houstons del Volta 1900.

LIROM the 1st October FOUR ROOMS and COMPRADORE OFFICES on the 1st Floor No. 16, DES VONUE BOAD, at present Apply to-Hongkong, 19th September, 1900, 66 THE EYRIE," PEAR; FURNISHED.

> The THREE UPPER FLOORS, 3, Dup-DELL STREET. For Particulars, apply to-R. C. WILCOX, 8. Beaconstield Arcade. Hongkong, 12th October, 1900. TO LET

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(TILL 30TH APRIL, 1901). DISHOP'S LODGE, North, almost fully

Apply to -LINSTEAD & DAVIS. Hongkong, 16th October, 1900.

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SPACIOUS ROOM, suitable for an A OFFICE, on N.E. corner of THIRD Apply to-

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COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER

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MARS. SIDNEY JEFFREY, VERITAS. BEACH ROLD WEST.

FELIXSTOWE, SUPPOLE. ENGLAND. Hongkong, 28th August, 1900.

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or Colloquial Chinese.

[1897] Hongkong, 4th October, 1900.

AND TRECTORY CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS. MALAY STATES, NETHER-

FOB THE THIRTY EIGHTH ANNUAL ISSUE.

LANDS INDIA, PHILIP.

PINES, BORNEO, &c.,

NOTICE.

TINHE "BOA VISTA" HOTEL have been appointed AGENTS for the Hongkong Daily Press, Hongkong Waskly Press, and the Chronicle and Directory for China, Japan, &c., at Macao, and they are authorized to collect all accounts due to the Daily Press Office on and after this date. A CUNNINGHAM Manager.



Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
ONDON VIA SUEZ CANAL	GLENGYLE	Brit, str.		Darke		On 27th inst.
ONDON VIA SUEZ CANAL	IDOMENEUS	Brit. str	income.	Rilay	BUTTEBPIELD & SWIRE	On 30th inst.
ONDON	BONBAY	Brit. str	. —		P. & O. S. N. Co.	On or about 1st Nov.
ONDON VIA SUEZ CANAL	AGAMEMNON	Brit. str	7	Nish	T3	On 13th Nov. On 17th Nov.
IVERPOOL DIRECT	TANTALUS	Brit. str.		Gregory	MELCHERS & Co.	On 31st inst, at Noon.
REMEN, VIA PORTS OF CALL	OLDENBURG	Ger. str Brit. str	_	A. W. Symes, R.N.R.	P. & O. S. N. Co.	On or about 18th inst.
ARSEILLES & LONDON	TAMBA MABU	Jap. str		J. W. Wale	NIPPON YUSBN KAISHA	To-morrow, at Noon.
ARSEILLES, LONDON & ANTWERP, V. S'PORE, &C.	LAOS	Fren. str		Flandin	MESSAGERIES MARITIMES	On 22nd inst., at 1 P.M.
ARSEILLES & LONDON DIRECT	MALTA	Brit. str.		F. J. Cole	P. & O. S. N. Co.	On 27th inst., at Noon.
ARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.		Jap. str		W. Townsend	NIPPON YUBER KAISHA	On 2nd Nov., at Dayligh
AVRE & HAMBURG	BAMBERG	Ger. str.	7	Jacobs	CARLOWITZ & Co.	On 23rd inst
AVRE & HAMBURG	SARNIA'			Schlaefke	CARLOWITZ & Co.	On or about 2nd Nov.
AVRE & HAMBURG	SJEVIA	Ger. str		Forek	CARLOWITZ & Co.	On or about 18th Nov.
AVRE & HAMBURG	AMBRIA	Ger. str		A. Wagner	Carlowitz & Co. Sander, Wieler & Co.	On or about 2nd Doc.
RIESTE, &c., VIA PORTS OF CALL	MARQUIS BACQUERES	Ger. str	=	Hildsheaudt	CARLOWITZ & Co.	To-day, P.M. To-morrow.
EW. YORK VIA SUEZ CANAL		Brit. str.			SHEWAN, TOMES & Co.	On or about 27th inst.
EW YORK VIA SUEZ CANAL	Empress of Curva		_	R. Archibald, R.N.R.	CANADIAN PACIFIC R. Co	On 24th inst.
ANCOUVER, VIA SHANGHAI, &c	IDZUMI MARU	Jap. str		M. J. Curnow	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
ICTORIA, B.C., &c., VIA SHANGHAI, &c				W. Watt	DODWELL & Co., LIMITED	On 10th Nov.
ORTLAND, OREGON VIA JAPAN	MONMOUTHSHIRE	Brit. str			T. M. STEVENS & Co.	On 20th inst.
IN FRANCISCO VIA NAGASAKI, &c.		Brit. str		por	U. & O. S. S. Co.	On 23rd inst.
AN FRANCISCO VIA AMOY, &c.	NIPPON MARE !	Jap. str			Toyo Kisen Kaisha	On 30th inst.
AN FRANCISCO VIA SHANGHAI, &c.	·CITY OF RIO DE JANEIRO	Amr. str		***************************************	PACIFIC MAIL S. S. Co.	
AN DIEGO, No., VIA SHANGHAI, No	CARLISLE CITY	Brit. str	-			On 20th Nov.
USTRALIAN PORTS	GUTHRIE			McArthur	GIBB, LIVINGSTON & Co	On 26th inst., at Daylis
USTRALIAN PORTS	YAWATA MARU			A. E. Moses	NIPPON YUSEN KAISHA	On 26th inst., at A P.M.
USTRALIAN PORTS		75 77 4		Moore	BUTTERFIELD & SWIRE	On 12th Nov., at Noon. On 23rd inst.
OHE			L	Moore	Nippon Yusen Kaisha	On 26th inst., at Dayli
OBE & YOKOHAMA		Jon sir		E. W. Haswell	NIPPON YUSEN KAISHA	To-day, at Noon.
AGASAKI, KOBE & YOKOHAMA		Ans. str.		P. Craglietto	Sander, Wieler & Co.	To-morrow, at Noon.
OKOHAMA & KOBE OJI, KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str	-	S. Yoshizawa		On 4th Nov., at Daylig
HANGHAI	SINGAN	Brit. str	_	Jumieson	BUTTERFIELD & SWIRE	To-day.
HANGHAI, CHEFOO & NEWCHWANG		Brit. str	-	Lawrence	JARDINE, MATHESON & Co	"To-morrow, at Noon.
HANGHAI	LYEEMOON	Ger. str		G. Henermann	SIEMSSEN & CO.	To-morrow, at 4 P.M.
HANGHAT NAGASARI, KOBE & YOKOHAMA	TONKIN	Fren. str	<u> </u>	Vaquier	Messageries Maritimes	
TANGHAT & JAPAN	CANTON	Brit. str	·	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 26th inst.
HANGHAI	COROMANDEL	Brit. Str		H. W. Vibert, R.N.R.	P. & O. S. N. Co.	On or about 26th inst.
TANGHAI, NAGARARI, HIQUO & YOROHAMA	BAYERN	Ger, str		H. Bleeker	MELCHERS & Co.	Quick despatch.
WATOW, AMOY & TAMSUI	TAMSUI MARU	Jap. str		K. Hasegawa	MITSUI BUSSAN KAISHA.	On 21st inst., at Daylig On 31st inst., at Daylig
WATOW, AMOY & TAIWANFOO	ANPING MARU	Inp. str	_	17 0 14	Mitsui Bussan Kaisha	
OOCHOW VIA SWATOW & AMOY,	C. C	Rest etr			BUTTERFIELD & SWIRE	
MOY & MANILA		Brit. str.		Moore		
ANILA VIA AMOY	3.5			R. W. Almond	SHEWAN, TOMES & Co.	On 23rd inst., at 5 P.M.
ANILA DIRECT		Jap. str		A. E. Moses	NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M
ANILA, CEBU & HOILO	KAIFONG				RUTTERFIELD & SWIKE	
ANILA	1	Brit. str	-	Moore	BUTTERFIELD & SWIRE	On 23rd Nov., at Noon
ANDAKAN	MAUSANG	Brit, str		R. Cox	JARDINE, MATHESON & Co	On 24th inst, at Noon
AMARANG & SOURABAYA	SHANTUNG				BUTTERFIELD & SWIRE	

ARRIVALS. CHINA NAVIGATION COMPANY, Oct. 16, HATING, French str., 750, Bast, Hai-LIMITED. phong 13th October and Heihow 14th, General .-- A. R. MARTY. FOR SHANGHAL Oct, 16, JACOB DIEDERICHSEN, German str.,

623, A. Riecke, Diling (Ta-lien wan) 11th Oct., Ballast .- JEBSEN & Co. "SINGAN. Oct. 17. CHINGTU, British steamer, 2,360. J. Captain Jamieson, will be despatched as above E. Williams, Moji 12th October, Coals .-TO-DAY, the 18th inst. BUTTERFIELD & SWIRE.

Oct. 17, SERBIA, German str., 2,376, F. Sachs, Japan 12th Oct., Coals. - SIEMSSEN & Co. Agents. Oct. 17. GLENFALLOCH, British str., 1,434. Hongkong, 17th October, 1900. Bainbridge, Penang 6th Oct. and Singapore 9th, General .-- CHINESE.

Oct. 17, KACHIDATE MARU, Jap. str., 2,143. JATION COMPANY. Fusiki, Meji 12th Oct., Coals.-MITSUL BUSSAN KAISHA. STEAM FOR Oct. 17, HSIN CHI, British str., 1,385, Klopfer, Canton 17th Oct., General.—CHINESE.

Oct. 17, MARIETTA, Amr. gunboat, 1,000, E. H. SAID, FIUME AND TRIESTE. Gheen, Swatow 16th October. Oct. 17, Choysang, British str., 1,194, Bowker, SOUTH AFRICA, RED SEA, BLACK Shaughai via Swatow 14th Oct., General. SEA, LEVANT. VENICE and - JARDINE, MATHESON & Co. ADRIATIC PORTS).

Oct. 17, GLENLOGEZ, British str., 2,299, H. Hill, Singapore 10th Oct., Coals.-ORDER. Oct. 17. TELEMACHUS, British steamer, 1,379. Sawyers, Java 3rd Oct., Sugar.-Butter-

FIELD & SWIRE. Oct. 17, BAYERN, German str., 3,128, H. Bleeker. Bromen and Singapore 12th Oct., Mails and General. - MELCHERS & Co.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 17ти Остовей.

Obi, British str., for Moji. Taishun, Amr. str., for Haiphong. Fushun, British str., for Shanghai. Yorihime Maru, Japanese str., for Karatsu. Serbia, German str., for Singapore. Haiching, British str., for Swatow. Elm Branch, British str., for Kutchinotzu. Anning Maru, Japanese str., for Swutow.

DEPARTURES. Oct. 16, Ashruf, British trspt, for Bombay. Oct. 16, EASTERN, British str., for Shanghai. Oct. 17, Sachsen, German str., for Europe. Oct. 17, CHINA, German str., for Saigon. Oct. 17, TAICHEONG, German str., for Hongay. Oct. 17, LEGAZPI, Amr. str., for Manila. Oct. 17, MONGKUT, German str., for Bangkok. Oct. 17, MARIETTA, Amr. gunbout, for Canton.

VESSELS IN DOCK. ABERDEEN DOCKS .-KOWLOON DOCKS .- U.S.S. Monterey, Canton, Canton River, Adamastor, Gwalior, Elektra,

Elita Nossack. COSMOPOLITAN DOCK.—Stanfield.

SHIPPING REPORTS. The British steamer Chingtu, from Moji 12th Oct., had strong N.E. winds until arrival. The American gunboat Marietta, from Swatow 16th Oct., had fine weather with strong N.E. mousoons.

The British steamer Telemachus, from Java 3rd Oct., had light N.E. winds as far as lat. 14 N.; from thence N.E. gales with a heavy sea to port.

The British steamer Choysang, from Shanghai 14th Oct. and Swatow 16th, had fresh monsoon breeze and high sea to Swatow. From Swatow to port fresh monsoon breeze and high sea.

AUSTRIAN LIGYD'S STEAM NAVI GATION COMPANY.

STEAM FOR YOKOHAMA AND KOKE. THE Company's Steamship

"SILESIA." Captain P. Craglietto. will leave for the above places TO-MORROW, the 19th inst., at Noon. For Freight or Passage, apply to SANDER, WIELER & CO.,

Agents. Hongkong, 13th October, 1900. INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FOR SHANGHAI, CHEFOO AND NEWCHWANG. THE Company's Steamship

"CANTON." Captain Lawrence, will be despatched as above TO MORROW, the 19th inst., at Noon. For Freight or Passage, apply to JARDINE, MATHESON & CO.,

Hongkong, 16th October, 1900

General Managers.

FIRE Company's Steamship

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

AUSTRIAN LLOYD'S STEAM NAVI

SINGAPORE, PENANG: CALCUTTA COLOMBO, ADEN, SUEZ, PORT (Taking Cargo at through rates to the BRAZILS

THE Company's Steamship

"MARQUIS BACQUEHEM." Captain A. Bilaffer, will be despatched as above TO-DAY, the 18th inst., P.M., instead of as previously advertised. For information as to Passage and Freight,

SANDER, WIELER & Co., Agents.

Hongkong, 12th October, 1900.

FOR SHANGHAI.

THE Steamship

"LYEEMOON." Captain G. Henermann, will be despatched for the above port TO-MORROW, the 19th inst., This Steamer has superior accommodation for First and Second Class Passengers. .

For Freight or Passage, apply to SIEMSSEN & CO. Hongkong, 16th October, 1900.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE. (HAMBURG-AMERIKA LINIE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL. THE full-powered Steamship

"ASTURIA," Capt. Hildebrandt, will be despatched for the above port TO-MORROW, the 19th inst. For Freight, apply to CARLOWITZ & CO.,

Hongkong, 16th October, 1900.

Agents.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANÇAIS NOTICE.

STEAM FOR SINGAPORE, BATAVIA, SAIGON. COLOMBC. PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL ANDRIVERPLATE.

N MONDAY, the 22nd October, 1900, at I P.M., the Company's Steamship "LAOS," Captain Flandin, with Mails, Passengers. Specie and Cargo, will leave this port for MARSEILLES via ports of call,

WITHOUT TRANSHIPMENT. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M.on the 21st October. (Parcels are not to be self on board; they must be left at the Agency (Office.) Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Hongkong, 9th October, 1900.

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SPEED. PUNCTUALITY. SAFETY. Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION). EMPRESS OF CHINA"... Comdr. R. Archibald, R.N.R..... WEDNESDAY, 24th Oct., 1900 EMPRESS OF INDIA"....Comdr. O. P. Marshall, E.N.R..WEDNESDAY, 21st Nov., 1909 'EMPRESS OF JAPAN"...Comdr. H. Pybus, R.N.R........WEDNESDAY, 19th Doc., 1900

THE magnificent TWIN-SCREW STEAMHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN-COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PAL-ATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent,

Hongkong, 29th September, 1900.

Pedaer Street.

STEAM NAVIGATION COMPANY.

7 M	ARSEILLES AND CANDIA About 18th Freight only. LONDON A. W. Symes, R.N.R. Oct. Freight only.
-	HANGHAI {Conomandel
81	HANGHAI and JA. {CANTON
ď	ARSEILLES and MALTA
	G.M. Montford, R.N.R. \ Nov. \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
7	For Further Particulars, apply to -
	A. N. MARSHALL, Acting Superintendent. Hongkong. 3rd October, 1900.
H	AMBURG-AMERIKA LINIE NORDDEUTCHERS LLOYD
	(Freight Service). (Freight Service).

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Lisbon, Opon London, Liverpool, Glasgow, Trieste, Genoa, Pouts in the Levante. Black & and Baltic Ports, North and South American Pouts.)	
PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION. STEAMERS. DESTINATIONS. ASTURIA Capt. Hildebrandt { NEW YORK VIA SUEZ CANAL { On 19th October. } Freight.	
BAMBERG (HAVRE & HAMBURG	
* SARNIA { HAYRE & HAMBURG	and
SUEVIA HAVRE & HAMBURG About 18th } Freight. Capt. Förck	
AMBRIA HAVRE & HAMBURG AND About 2nd Freight. Capt. A. Wagner (London with transhipment in Hamburg) December.	
This steamer has superior accommodation for Passengers and carries a Doctor and Stewardess. For further particulars as to Freight, Passage, etc., apply to	l a

CARLOWITZ & CO.,

AGENTS. HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD OSTASIATISCHER FRACHTDAMPFER DIENST. Hongkong, 11th October, 1900.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

> FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain. Pro	posed Sailing
BRAEMAR DUKE OF FIFE OLYMPIA	3,601 3,821 2,837	W. Watt J. S. Cox Nov J. Truebridge Nov	rember 24
QUEEN ADELAIDE	2,832	F. McNair Dec	ember 16

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED. STATES and to EUROPE.

HONGKONG TO LONDON, £52. Excellent accommodation. First class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48. The Railroad travelling is second to none on the American Continent; two trans-continental. trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night :. TACOMA to NEW YORK in 41 days. Magnificent Scenery of the Rocky and Cascade Moun-TAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35. The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYEA and St. MICHAEL.

Rates of Passage to other Points on application.

A Special rate allowed to members of Government Service. For further information as to Passage or Freight, apply to

DODWELL & CO. LIMITED. General Agents,

Hougkong, 10th October, 1900.

GERMAN MAIL IMPERIAL LINE.

HAMBURG-AMERICA LINIE. NORDDEUTSCHER LLOYD. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ.

PORT SAID, NAPLES, GENOA, ANTWERP. BREMEN/HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES. IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

	Steamers. Sailing Dates.
n	OLDENBURG WEDNESDAY 31st October.
3	BAYERN WEDNESDAY 14th November.
0	STUTTGART WEDNESDAY 28th November.
•	KONIG ALBERT WEDNESDAY 19th Decomber
9	PRINZ HEINRICH WEDNESDAY 26th December.
	PRINZESS IRENE WEDNESDAY 3th January, 1901.
d	PREUSSEN WEDNESDAY 23rd January, 1901.
3	HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 6th February, 1901.
t	SACHSEN WEDNESDAY 20th February, 1901.
Q.	MIAUTSCHOU (Hamburg-Amerika Linie) WEDNESDAY 6th March, 1901.
	는 사람들이 보고 있는 사람들이 되었다. 그 사람들은 사람들이 가는 사람들이 되었다면 하는 사람들이 가입니다. 이번 가를 보고 있다. 사람들이 사람들이 가입니다. 나는 사람들이 사람들이 가입니다.

NWEDNESDAY, the 31st day of October, 1900, at Noon, the Steamship. "OLDEN. BURG." of the NORDDEU" SCHEE LLOYD, Captain H. Prager, with MAILS, PASSEN. GERS. SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on Monday, the 29th October. Cargo and Specie Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and will be received on Board until 5 P.M. on Tuesday, the 30th October, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 30th October. Contents of Packages are required. No Parcel Beceipts will be signed for less than 32.50

and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO.,

Hongkong, 18th October, 1900.

AGENTS.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. STEAMERS. DESTINATIONS. SAILING DATES. KASUGA MARU..... (NAGASAKI, KOBE and YOKO-) THURSDAY, 18th Oct. at (MARSEILLES, LONDON, and) E. W. Haswell TAMBA MARU ANTWERP, VIA SINGAPORE, FRIDAY, 19th Oct. at J. W. Wale PENANG, COLQMBO & PORT (SAID INABA MARU FRIDAY, KOBE and YOKOHAMA 26th Oct., at W. Bainbridge DAYLIGHT SYDNEY and MELBOURNE via FRIDAY, YAWATA MARU 26th Oct. at MANILA, THURSDAY ISLAND, A. E. Moses TOWNSVILLE and BRISBANE VICTORIA, B.C., and SEATTLE, Idzumi Maru SATURDAY, 27th Oct., at U.S.A., VIA SHANGHAI, MOJI, M. J. Curnow KOBE and YOKOHAMA MARSEILLES, LONDON, and y ANTWERP, VIA SINGAPORE, FRIBAY, 2nd Nov., at SANUKI MARU W. Townsend. PENANG, COLOMBO & PORT DAYLIGHT. HIROSHIMA MARU MOJI, KOBE and YOKOHAMA. BUNDAY. 4th Nov., at S. Yoshizawa Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN BATIWAY and Atlantic Steamers. For further information as to Freight, Passage, Sailings, &c., apply at the Company's

Hongkong, 18th October, 1900. "GLEN" LINE OF STEAMERS.

FOR LONDON (VIA SUEZ CANAL).

Local Branch Office at Prince's Building, First Floor, Chater Road.

THE Company's Steamship "GLENGYLE," Captain Darke, will be despatched as above on SAFURDAY, the 27th October. For Freight or Passage, apply to

McGREGOR BROS. & GOW. Agenta Hongkong, 29th September, 1200.

OCEAN STEAMSHIP COMPANY. FOR LONDON (VIA SUEZ CANAL).

THE Company's Steamship "IDOMENEUS," Captain Riley, will be despatched as above

on TUESDAY, the 30th October. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 27th September, 1960.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. HE Company's Steamship "AGAMEMNON." Captain Nish, will be despatched as above on TUESDAY, the 13th November.

A. S. MIHARA.

Manager.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hengkong, 3rd Cetober, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT. (TAKING CARGO AT LONDON RATES.) I HE Company's Steamship

"TANTALUS." Captain Gregory, will be despatched as above on SATURDAY, the 17th November. For Freight, apply to

BUTTERFIELD & SWIRE. Hongkong, 12th October, 1900.

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE. STEAM FOR SHANGHAL NAGASAKI, HIOGO AND YOKOHAMA. TITHE Imperial German Mail Steamship

OF THE NORDDEUTSCHEE LLOYD, Captain H. Bleeker, due here with the outward German Mail about the 17th instant, will leave for the above places about 24 hours after arrital. NORDDEUTSCHER LLOYD. For Further Particulars, apply to MELCHERS & CO.,

Hongkong, 15th October, 1900. CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY AND MANILA. THE Company's Steamship

"SUNGKIANG," Captain Moore, will be despatched as abov on SATURDAY, the 20th inst., at 10 A.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 18th October, 19: 0. CHINA NAVIGATION COMPANY: LIMITED.

FOR MANILA VIA AMOY. HE Company's Steamship

"SUNGKIANG," Captain Moore, will be despatched as above on SATURDAY, the 20th instant, at 10 A.M. The attention of Fassengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines; A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

BUTTERFIELD & SWIRE, Agents. Hongkong, 18th October, 1900. FOR PORTLAND, OREGON VIA JAPAN

For Passage, apply to

(Booking Cargo for SAN FRANCISCO and OVERBAND POINTS). THE A.1 Steamship

"MONMOUTHSHIRE" will be despatched on or about the 20th inst. For Freight and Passage, apply to T. M. STEVENS & CO.,

Hongkong, 3rd October, 1900. THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUL. HE Company's Steamship

"TAMSUI MARU." Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 21st inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

Hongkong, 15th October, 1900.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED. STATES.

MEXICO, CENTRAL AND SOUTH AMERICA. AND EUROPE, YIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS. VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. (via Shanghai, Nagasaki, Kobe, In-TUESDAY, Oct. 23, Sea, Yokohama at NOON. and Honoluln) COPTIC (via Shanghai, SATURDAY, Nov. 17. Nagasaki, Kobe, In-

land Sea, Yokohama at NOON. and Honolulu GAELIC (vis Shanghal. Nagasaki, Kobe, In-TUESDAY, Dec. 11, land Sea. Yokohama at Noon.

and Honoiulu) THE Company's Steamship "DORIC" will be despatched for SAN FRAN YIA SHANGHAI, NAGASAKI, INLAND SEA YOKOHAMA

and HONOLULU on TUESDAY, the 23rd October, 1900, at NOON. Steamers of this line pass through the IN-LAND SEA OF JAPAN and call at HONO-LULU and passengers are allowed to break

their journey at any point en route. Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained

upon application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military. Diplomatic and Civil Services, to European officials in service of China and Japan, and to the Southern Pacific, Central Pacific, Government officials and their families."

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan for vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to

All PARCEL PACKAGES should be marked to . address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing:

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building J S. VAN BUREN.

Agent. Hongkong, 28th September, 1900. CHINA NAVIGATION COMPANY,

LIMITED. FOR KOBE. THE Company's Steamship

"CHANGSHA: Captain Moore, will be despatched as above on TUESDAY, the 23rd October. For Freight or Passage, apply to

BUTTERFIELD & SWIBE Hongkong, 5th October, 1990.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA. THE Company's Steamship

"TONKIN!" Captain Vaquier, will be despatched for the above ports on or about MONDAY, the 22nd For Freight or Passage, apply to G. DE CHAMPEAUX,

Hongkong, 16th October, 1900. CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA. THIHE Company's Steamship

"SHANTUNG," Captain Quail, will be despatched as above on TUESDAY, the 23rd instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 13th October, 1900. THE OBAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND THE Company's Steamship

"AKASHI MARU," Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 24th inst For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA.

Agenta. Hongkong, 11th October, 1900. EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND. TASMANIA, &c.) THE Steamship

"GUTHRIE." Captain McArthur, will be despatched for the above ports on FRIDAY, the 26th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with

the Electric Light. A Stewardess and a duly qualified Surgeon are carried. N.B.-Return Tickets issued by this Company to and from Australia are available for

return by the steamers of the China Navigation Company and vice. versa. For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

Agents. Hongkong, 5th October, 1900, TOYO KISEN KAISHA.

TO BAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSE! BAILINGS FROM HONGKONG. NIPPON MARU (vib Shanghai, Nagasaki, Tuesday, Oct. 30, 1900, at Noon.

Kobe, Inland Sea, Yokohams, and Honolulu) AMERICA MARU (via Shanghai, Nagasaki, (SATURDAY, Nov. 24, Kobe, Inland Sea, Yo-

1900, at Noon. kohama, and Honolulu) HONGKONG MARU (via) Shanghai, Nagasaki, Tuesday, Dec. 18. Kobe, Inland Sea, Yo. 1900, at Noon.

THE Twin-Screw Steamship

kohama and Honolulu)

"NIPPON MARU"" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE INLAND SEA, YOKOHAMA, and HONO LULU on TUESDAY, the 30th October, 1900. at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO. LULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to Fagland, France, and Germany by all trans-Atl lines of steamers, and to the principal cit the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of Union Pacific, DENVER AND RIO GRANDE. and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to TAKING CARGO AND PASSENGERS Missionaries, members of the Naval, Military, Diplomatic, and Givil Services, to European officials in service of China and Japan, and to Covernment officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports. to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demorara, and to porte in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 r.m. same day; all Parcel Puckages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customent San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Quoen's Building. J. S. VAN BUREN.

Hongkong, 8th October, 1900.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUS. TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS. HE Company's Steamship

Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for Marseilles and London direct on SATURDAY, the 27th October, at Noon, taking passengers and cargo for the above ports.

Parcols will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Biles of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent. Hongkong, 16th October, 1900.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND

HONOLULU. PROPOSED SAILINGS FROM HONGKONG. CITY of RIO DE JANEIRO (via Shanghai, Nagasa- / THURSDAY, Nov. 8,

ki, Kobe, Inland Sea, at Noon. Yhama and Honolulu CITY OF PEKING (via) Shai, Nagasaki, Kobe, Tuesday, Dec. Inland Sea, Yokohama.

at Noon. and Honolulu) CHINA (via Shanghai, Nagasaki, Kobe. In- (THURSDAY, Dec. 27. land Sea. Yokohama, at Noon. and Honolulu)

THE Company's Steamship "CITY OF RIODE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURS-DAY, the 8th November, at Noon.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be. obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN . PACIFIC, CENTRAL PACIFIC, Union Pacific, DENVER AND RIO GRANDE, and Northeen Pacific' Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports. to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Purcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building. J. S. VAN BUREN.

Agent. Hongkong, 15th October, 1900. CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TO JAPAN PORTS AND HONOLULU. THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, &c. S.S. "CARLISLE CITY" On 20th Nov. 3.002 Tons

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on TUES-DAY, the 20th November. Through Bills of Lading issued to any point

in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same fime. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Onliector of Customs, San Diego. For further information as to Freight Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, China and Japan. Hongkong, 5th October, 1900.

VESSELS ON THE BERTH

SHEWAN, TOMES & CO.'S NEW YORK FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "ANAPA" will be despatched for the above port on or

about the 27th October, 1900. For Freight, apply to SHEWAN, TOMES & CO.,

Hongkong, 16th October, 1900. CHINA NAVIGATION COMPANY,

LIMITED. FOR MANILA, CEBU AND ILOILO.

THE Company's Steamship "KAIFONG, Captain Pennefather, will be despatched for the above ports on SATURDAY, the 27th inst.

The attention of Paskengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light

For Passage, apply to BUTTERFIELD & SWIRE, Hongkong, 15th October, 1990. THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO. THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the Dundee, British ship, 1,998, Hemming, Oct. 14, above ports on WEDNESDAY, the 31st inst., at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA. Hongkong, 17th October, 1900. CHIPA NAVIGATION COMPANY,

LIMITED. FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship " CHANGSHA,"

Captain Moore, will be despatched as above on MONDAY, the 12th November, at Noon. The attention of Passengers is directed to Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the EASTERN AND. AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE. Hongkong, 5th October, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA HE Company's Steamship

"CHANGSHA," Captain Moore, will be despatched as above on MONDAY, the 23rd November, at Noon. Special rates (first classe only) are granted to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vossel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, 5th October, 1900.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in China and Japan for the above Line prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with INDO-CHINA STTAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars,

DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

NTOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any Linnet, gun-vessel, 756 tons, 6 guns, 870 h.p., DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour :-STATE OF MAINE, American ship, Colcord.

Standard Oil Co. HONGKONG.

Anning Maru, Jap. str., 1,058, Atsumi, Oct. 13, Mitsui Bussan Kaisha Bayern, German str., 3,128, Blooker, Oct. 17, Melchers & Co Canton, British str., 1,101, Lawrence, Sept. 13, Jardine, Matheson & Co. Chingto, British str., 2,360, Williams, Oct. 17,

Butterfield & Swire Chowfa, Ger. str., 1,155, Williamson, Oct. 15, Melchers & Co Choysang, British str., 1,194, Bowker, Oct. 17, Jardine, Matheson & Co Deuteros, German str., 1,001, Peterson, Oct. 12,

Siemssen & Co Devawongse, German str., 1,200, Fextar, Oct. 16. Butterfield & Swire Doric, British steamer, 4,575, Smith, Oct. 12, O. & O. S. S. Co Elektra, Austrian str., 1,992, Ivolich, Oct. 14, Sander, Wieler & Co

Butterfield & Swire Elm Branch, British str., 2,065, Hiff, Oct. 13, M. B. Knisha Oct. 2. C. P. R. Co

Fushur, British steamer, 1,500, Lunt, Oct. 9. 17. Chinese Glenlochy, British steamer, 2,299, Hill, Oct. 17,

Butlerfield & Swire

Haiching. British str., 1,267, Hall, Oct. 16, Undaunted armoured cruiser, 5,600 tons, 12 gnns, Douglas Lapreik & Co Hating, French steamer, 750, Bast, Oct. 17, A. B. Marty

Idzumi Maru, Jap. str., 2,367, Curnow, Oct. 15,

Nippon Yusen Kaisha Jacob Diederichsen, Ger. str., 623, Riecke, Oct. 17. Jebsen & Co Kachidata Maru, Jap. str., 2,143, Fusiki, Oct. 17, M. B. Kaisha

Kasuga Maru, Jap. str., 3,819, Haswell, Oct. 16, Nippon Yusen Kaisha Kutsang, British str., 1,640, Bradley, Oct. 15. Woodlark, gunboat, 150 tens, 2 guns, 550 h.p., Jardine, Matheson & Co Loosok, German str., 1,020, Jackson, Oct. 14, Butterfield & Swire

Marquis Bacquehem, Aust. str., 2,744, Bilaffer, Oct. 14, Sander, Wieler & Co Mausung, British steamer, 1,644, Cox, Oct. 12, Jardine, Matheson & Co Monmouthshire, Brit. str., 1,871, Kennedy, Oct.

16, Dodwell & Co., Limited Obi, British steamer, 1,951, Pinkham, Oct. 1, Dodwell & Co., Limited Quarta, German str., 1,146, Johannson, Oct. 13, Sander, Wieler & Co Serbia, German steamer, 2,376, Sachs, Oct. 17, Siemssen & Co

Sungkinng, British str., 1,021, Moore, Oct. 15 23, Butterfield & Swire Taisang, British str., 1,544, Wilde, Oct. 13, Jardine, Matheson & Co Taishua, Amr. str., 1,216, Pattison, Oct. 4,

Taiwan Maru, Jap. str., 1,482, Yoshihara, Oct. 4, Nippon Yuson Kaisha Telemachus, British str., 1,379, Sawyers, Oct. 17, Butterfield & Swire Yoribine Maru, Jap. str., 2,226. Numamikawa,

Oct. 9, Japanese SAILING VESSELS. Benjamin Sewall, American ship, 1,345, Sewall, Sept. 23, Order Bittern, British schr., 399, Askin, Aug. 28, Siemssen & Co Castle Rook, British bark, 1,787, Jones, Oct. 5, Carlowitz & Co Standard Oil Co E. J. Ray, America bark, 956, Kasten, Sept. 30,

Hamburg, British ship, 1,640, Caldwell, Aug. 30, Standard Oil Co [1443 Mary L. Cushing, Amr. ship, 1,575, Pendleton, Oct. 7. Standard Oil Co President, British bark, 750, Munro, Aug. 24,

Siemssen & Co Puckard, American bark, 2,000, Allen, Oct. 6, Queen Margaret, British bark, 1,999, Logie, Oct. 2. Standard Oil Co Saranac, Amr. bark, 858, Bartaby, Aug. 15, Standard Oil & Co

Sierra Cordora, British ship, 1,335, Fraser, Oct. Stanfield, British bark, 562, Wilson, June 22, the Superior Accommodation offered by this State of Maine, Amr. ship, 1,446, Colcord, Oct. 5. Standard Oil Co

> HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

> Alacrity, despatch-boat, 1,700 tons, 10 guns,

3,000 h.p., Comdr. C. G. F. M. Cradock, at Shanghai Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. R. H. Johnston Stewart, at Taku Arothusa, craiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, at Shanghai Argenaut, battleship, 11,000 tons, 16 guns,

Capt. G. H. Cherry, R.N., at Horgkong Aurora, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. E. H. Bayly, at Weihaiwei Barfleur, battleship. 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrender, at Taku Bonaventure, cruiser, 4,360 tons, 18 guns, 9,000 h.p., Capt. J. C. Sawle, at Shenghai Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B.

R. S. Wrey, Bart., at Singapore Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut,-Comdr. Philip Walter, at Canton The attention of Passengers is directed to Centurion, flagship, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. R. Jellicoe, at Woosung Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. Winnington-Ingram, at Wuhu Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,600 h.p., Capt. P. F. Tillard, at Shanghai Endymion, cruiser, 7,350 tons, 12 guns, 10,000

> Esk, gunboat, 363 tons, 3 guns, 206 h.p., Lieut, and Comdr. C. Chadwick, at Hankow Fame, torpedo-boat destroyer, 260 tons, 6 guns, 5,700 h.p., Liout. and Comdr. Roger Keyes, at Shanghai Firebrand, gunboat, 455 tons, 4 guns, 360 h.p.

h.p., Capt. G.A. Calleghan, at Takn

in reserve, at Hongkong Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Shanghai Han ty, tornado-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. H. Holden. at Hongkong Hart, torpedo-boat destroyer, 260 tons, 6 guns,

4,000 h.p., Lieut. and Comdr. J. G. Arm. strong, at Shanghai Hermione, cruiser, 4,360 tons, 10 grans, 9,000 h.p., Capt. R. S. D. Cumming, at Shanghai Humber, storeship, 1,640 tons, Comdr. H. J. Davison, at Weihaiwei Isis, erniser, 2nd class, 5,650 tons, 11 guns, 9,600

hp., Capt. G. M. Henderson, at Amoy Janua, torpedo-boat destroyer, Lieut. and Comdr. R. G. Corbett, left England Comdr. Wm. W. Smythe, at Shanghai Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Foochow Marathon, cruiser, 2,950 tons, 6 guns, Capt. John G. M. Field, at Hankow

Mohawk, cruiser, 1,770 tons, 6 guns, 3,500 h.p., Capt. F. W. Freeman, at Hongkong Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, at Taku Otter, torpedo-boat destroyer, Lieut, and Comdr. H. D. Wilkin, D.S.O., at Hongkong Peacock, gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. P. R. Coode, at Whaiwei

Phonix, aloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. R. G. Fraser, at Taku Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Com. J. F. E. Green, at Woosung Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Shanghai Plover, ganboat, 453 tons, 6 guns, 1,200 h.p.,

Lieut.-Comdr. Cowper, at Shanghar Protector, gunboat, 920 tons, Captain W. R. Creswell, C.M.G., at Shanghai Redpole, gunboat, 855 tons, 6 guns, 720 h.p., Lieut.-Comdr. Chas. F. Corbett, at Taku Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Godfrey G. Webster, West

Elita Nossack, German str., 1,163, Bruhn, Oct. 9, Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Chinking Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Carr. West River Empress of China, British str., 3,003, Archibald, Snipe, river gun-beat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Oldham, at Taku

reserve, at Hongkong Tamar, receiving ship, 4,600 tons, 6 guns, Commodere Francis Powell, C.B., at Hongkong Glenfalloch, British str., 1,434, Bainbridge, Oct. Terrible, 1st class cruiser, 14,200 tons, 30 guns, Capt. Percy M. Scott, C.B., at Weihaiwei Tweed, gunbeat, 362 tons, 3 guns, 200 h.p., in Reserve at Hongkong

> 6,500 h.p., Capt. A. C. Clarke, at Shanghai Wallaroo, druiser, 2,460 tons, 8 guns, Capt. Noel at Kinking

Hein Chi, British str., 1,385, Klopfer, Oct. 17. Waterwitch, surveying ship, 620 tone, 450 i.h.p., Lieut. Comdr. W. O. Lyne, at Shanghai Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut and Comdr. Mackensie.

Shanghai Wivern, coast defence ship, armoured, 2,750 tons, A guns, 1,000 h.p., at Hongkong Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut. and Comdr. H. W. R. Watson, on

Yangtze Lieut.-Comdr. H. E. Hillman, at Shanghai

BUSINESS NOTICES.

房 樂 館 芝 贤 KWONG CIII KOON DISPENSARY.

街欄槳城省東廣 CHEONG LAN STREET, CANTON.

于甲次歲年叁马司奇大 創開年四拾陸百捌仟壹英大



Trade Mark KWONG CHI KOON

DISPENSARY.

CHEONG LAN STREET, CANTON.

ESTABLISHED 1864. UNRIVALLED U I YAU or "AS YOU WISH OIL." Prices at \$1.00 per line le.

0.25 per bottle. 散開通 TUNG KWAN SAN, or "Army Madical Powder," 50 cents per bottle. 散打跌 TIT TA SAN or "Falling and Bruising Medical Powder." Price at

50 cents per bottle. Made from the best selected medicine to be used for the above Oil and Powder,

散及油造製泡藥好選棟 WONG CHI KOON is one of the largest Native Drug shops in Canton, employing about 300 men. The Proprietor, Mr. U Yam Ting, is a man of great energy and business capacity, and is also very benevolent, giving away thousands of dollars worth of medicine in charity, usually with an eye to the main offchance. He has many testimonials as to the efficiency of his medicines from efficials, scholars and business men. Like the Chinese generally he has great faith in medicine and is desirous of extending his business to foreign countries.

giving people of western lands the benefit of his He has submitted to me the formulas of some of his preparations for examination, giving full explanation as to the medical qualities of the ingredient. I have found the Tung Kwan San or Army Medical Powder and the Tit Ta San or Falling and Bruising Medical Powder composed of Musk, Baroys, Camphor, Rhubarb, two kinds of gum, with red oxide of mercury and yellow sulphide of arsenic, animal and vegetable charcoal, which are known in western pharmacy. Besides this it contains gold leaf, tigers and dragons bones, shavings of antelope and rhinoceros horns, which I have shown him that chemical science proves to be inert, he proposes to omit from the medicine prepared for foreign use."

The medicine is to be chiefly used as a sternutatory, as is put up in small metal bottles by which is can be injected into the nostrils. The small amount of oxide of mercury and sulphide of arsehic will not be dangerous, used

Directions are given according to the Chinese method of using the medicines. The nature of the oil is very mild, but its action is exceedingly good, possessing wonderfully curative effects in both internal and external diseases. As it is an invaluable medi-

(Signed) J. G. KERR,

cine it should be kept on hand ready for use by all persons, whether at home or abroad DIRECTIONS. For external use rub the oil on the temples. forehead, between the eyebrows, back of the ears and neck, on the chest and back, on the abdomen or wherever the pain or soreness, is ocated. It must be rubbed on for 5 minutes. For toothache put a little in the tooth on cotton and rub on the gums. The oil has beneficial effects in headache, fainting, colds, sore throat. stomach-ache, colic pains, rheumatism, numbness of the limbs, pain in the back, eramp. local swelling and inflammations, influenza. diarrhea, toothache, pains in the head and convulsions after childbirth, prickly heat, boils,

and mosquito bites. Internally the dose is five drops in a little water, and it is to be repeated every two or three hours, at the same time using it externally.

The proprietor of the Kwong Chi Koon Drug Store of Canton has placed in my hands for examination a number of his preparations with the receipe for each.

His "U I YAU" "As you wish Oil" has a wide circulation and is very much used. It is composed of aromatic and stimulant herbs and barks, most of which are well known in our pharmacopoeia, together with pingpin (a costly kind of camphor) bishops wort, orris root, with two or three other less known articles, but none of the objectionable substances which enterinto many Chinese medicines. It is one of the combinations which has real merits and it is not strange that it has attained so wide Energia, British str., 2,069, Chaplin, Oct. 1, Swift, gun-yessel, 756 tons, 6 guns, 870 h.p., in a reputation for the relief of maladies for which it is recommended.

(Signed) DOCTOR J, G_KERR,

Canton, China. Any order please apply to:-MESSRS. DARTLY & Co., No. 19, Queen's Road Central, Hongkong,

Who are appointed Sole Agents for the sale of our Goods. KWONG CHI KOON. Hongkong, 5th May, 1900.

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HAIG & HAIG, In., DISTILLERS SINCE 1679. 3 Star, SPECIAL The finest of all "Peg" WHISKIES at 5 Star, Liqueus - Exquisite, best in the World for Club or Private use at Stop drinking rank, Smoky Stuff, because "it comes through the SODA-Try Haig & Haig's WHISKIES; pure, mellow, matured, non-amoky delicate flavoured Once tried, preferred to all others. Sole Agents for Hongkong.

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Hongkong, 15th September, 1899.

left Singapore for this port on the 13th inst. and may be expected here on or about the 19th

W. Drezow.

Vancouver on Monday, the 8th inst., for Hong. E. R. Fish, Mrs. A. W. J. Simmons, Messrs. J.

noon, the 15th inst.

this port.

kong via the usual ports of call:

THE CANADIAN MAIL.

The C. P. R. stermer Empress of India left

MERCHANT STEAMERS.

The steamer Asturia left Shanghai for this

The Austrian Lloyd's steamer Silesia left

The Ben Line steamer Benlarig, from London,

left Bingapore on Thursday, the 11th inst., for

The H. A. L. steamer Suevia, from Hamburg

port on the 18th inst., via Amoy, and may be

Singapore for this port on Thursday, the 11th

expected here on or sbout the 18th inst.

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